2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

98

Wythe County
Town of Wytheville
Town of Rural Retreat

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | | | | W | ythe Maintenan | ice Area | | | | | | | | |
|--------------------|---------------------------|-------|----|--------------|-------|--|------------------|------------|-------------|----------------|--------------|-------------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axle | ruck e 1Trail | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | | | | | | | | | | | | |
| 11) | 3.07 | 2200 | F | 97% | 1% | Smyth County I | Line 1% | 0% | F | 0.1 | F | 0.519 | 2200 | F | 2003 |
| 11) | 5.73 | 2600 | F | From: 97% | 1% | SR 90 1% 1% | 1% | 0% | F | 0.095 | F | 0.566 | 2700 | F | 2003 |
| <u></u> | 2.68 | 3200 | F | From: 97% | 1% | 98-663 East | 1% | 0% | F | 0.094 | F | 0.621 | 3300 | F | 2003 |
| <u> </u> | | | | То: | | WCL Wythevi | | | | | | | | | |
| Town of Wytheville | | | | From: | | WCL Wythevi | ille | | | | | | | | - |
| 11 W Lee Hwy | 0.29 | 4500 | F | 97% | 1% | 1% 1% | 1% | 0% | С | 0.099 | F | 0.639 | 4900 | F | 2003 |
| 11 12th Street | 2.03 | 6500 | F | 97% To: | 1% | 24th St 1% 1% US 21 Main | 1% | 0% | F | 0.092 | F | 0.607 | 7100 | F | 2003 |
| | | | | From: | | 12th St | 31 | | | | | | | | |
| 11 Main St | 0.31 | 7000 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.084 | F | 0.577 | 7700 | F | 2003 |
| Main Ct | 0.22 | 0000 | F | 97% | 10/ | 4th St 1% 1% | 1% | 0% | _ | 0.000 | F | 0.54 | 0600 | F | 2002 |
| Main St | 0.33 | 8800 | | 97% | 1% | 1% 1% 5th St | 1% | 0% | F | 0.080 | r | 0.54 | 9600 | | 2003 |
| 11 Main St | 0.20 | 9000 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.083 | F | 0.525 | 9900 | F | 2003 |
| 11 E Main St | 0.50 | 13000 | F | From: 98% | 0% | 11th St 1% 0% | 1% | 0% | С | 0.083 | F | 0.554 | 14000 | F | 2003 |
| \smile | | | | To | | Liberty St | | ļ | | | | | | | |
| 11) | 0.78 | 8900 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.086 | F | 0.513 | 9700 | F | 2003 |
| 11) | 0.08 | 8900 | N | 98% | 0% | 139-3 Lithia I 1% 0% | 1% | 0% | N | 0.086 | N | 0.513 | 9700 | N | 2003 |
| ~~~ | | | | From: | | I-81 | | | | | | | | | |
| (11) (81) | 0.96 Combined Traffic: | 52000 | F | 72% To: | 1% | ee I-81 for direction 1% 0% NCL Wythevi | 24% | ffic volui | me est C | imates fo 0 | or this A | segment. 0.501 | 50000 | F | |
| | | | | 10. | | NCL wytnevi | iie | | | | | | | | |
| Wythe County | | | | From: | | NCL Wythevi | lle | | | | | | | | - |
| 11 (81) | 2.18 | | | <u> </u> | S | ee I-81 for direc | | ffic volu | me est | imates fo | or this | segment. | | | |
| | Combined Traffic: | 52000 | F | 72% | 1% | 1% 0% F-42 | 24% | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| | 2.61 | | | From: | 9 | ee I-81 for direc | tional tra | ffic volu | me est | imates fo | or this | seament | | | |
| 11 81 | Combined Traffic: | 50000 | F | 72% | 1% | 1% 0% | 24% | 2% | F | NA NA |) U110 | ocginent. | 47000 | F | |
| ~~~ | | | | To: From: | | US 52; SR 12 | | | | | | | | | |
| (11) (81) | 1.44 | | | | | ee I-81 for direc | | | | | or this | segment. | | | |
| \sim \sim | Combined Traffic: | 51000 | F | 72% | 1% | 1% 0% | 24% | 2% | F | NA | | | 47000 | F | |
| | | | | To: From: | | I-77 Fort Chisv | vell | | | | | | | | |
| 11) (81) | 2.31 | | | | S | ee I-81 for direc | tional tra | ffic volu | me est | imates fo | or this | segment. | | | |
| \smile | Combined Traffic: | 37000 | F | 72% | 1% | 1% 1% | 24% | 2% | F | NA | | | 37000 | F | |
| | | | | To: | | 98-619 | | | | | | | | | |
| 11 (81) | 1.99 | | | | S | ee I-81 for direc | tional tra | ffic volu | me est | imates fo | or this | segment. | | | |
| \sim | Combined Traffic: | 35000 | F | 72% | 1% | 1% 1% | 24% | 2% | F | NA | | | 35000 | F | |
| | | | | To- From: | | 98-618 | | | | | | | | | |
| (11) (81) | 1.44 | | | r rom. | S | ee I-81 for direc | tional tra | ffic volu | me est | imates fo | or this | segment. | | | |
| | Combined Traffic: | 38000 | G | 72% | 1% | 1% 1% | 24% | 2% | F | 0.070 | F | 0.522 | 38000 | G | |
| | | | _ | To: | . , , | Pulaski County | | | L. | | | | | | |
| | | | | From: | | Grayson County | | | | | | | | | |
| 21 | 5.32 | 1700 | F | 95% | 0% | 2% 1% | 2% | 0% | F | 0.089 | F | 0.593 | 1700 | F | 2003 |
| ~~ | | | | To: From: | | 98-684 | | | | | | | | | |
| (21) Grayson Tpk | 3.67 | 2100 | F | 95% To: | 0% | 2% 1% 98-690 | 2% | 0% | F | 0.089 | F | 0.643 | 2200 | F | 2003 |
| · | · | | | | | | | | | | | | | | |

| | | | | | VV | ythe Maintenanc | e Area | | | | | | | | |
|--------------------|---------------------------|-------|----|--------------|-----|---|----------|------------|-------------|-----------|---------|----------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru | | OT: | QC | K | QK | Dir | AAWDT | QW | Year |
| Wythe County | | | | | | 2Axle 3+Axle | TITAL | ZITAII | | Factor | | Factor | | | |
| ~~ | 0.40 | 2000 | _ | From: | 00/ | 98-690 | 20/ | 00/ | _ | 0.004 | _ | 0.050 | 4400 | _ | 2002 |
| [21] | 6.18 | 3900 | F | 95% To: | 0% | 2% 1% SCL Wytheville | 2% | 0% | F | 0.081 | F | 0.658 | 4100 | F | 2003 |
| Town of Wytheyille | , | | | | | 222 j | | | | | | | | | |
| ~~~ - | | | _ | From: | | SCL Wytheville | | | _ | | | | | | |
| (21) Grayson Stre | eet 0.93 | 4700 | F | 96% To: | 0% | 1% 1% Main Street | 1% | 0% | С | 0.088 | F | 0.646 | 5100 | F | 2003 |
| | | | | From: | | Grayson St | | | | | | | | | |
| (21) Main Sreet | 0.49 | 6900 | F | 96% | 0% | 1% 1% | 1% | 0% | F | 0.087 | F | 0.643 | 7500 | F | 2003 |
| | | | | To: From: | | US 11; 12th St US 11 12TH ST | | | | | | | | | |
| 21 (11) Main S | St 0.31 | 7000 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.084 | F | 0.577 | 7700 | F | 2003 |
| \bigcirc | | | | To: From: | | MAIN ST | | | | | | | | | |
| 21 4th Street | 0.06 | 7900 | F | 98% | 0% | Main Street 1% 0% | 1% | 0% | F | 0.086 | F | 0.546 | 8700 | F | 2003 |
| 2.) | | | | To | | Monroe Street | | | | | | | | | |
| 21 4th Street | 0.47 | 14000 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.082 | F | 0.536 | 15000 | F | 2003 |
| \smile | | | | To: From: | | W Ridge Rd | | | | | | | | | |
| 21 4th Street | 0.40 | 11000 | F | 98% | 0% | 1% 0% | 1% | 0% | С | 0.088 | F | 0.645 | 12000 | F | 2003 |
| | | | | To: From: | | Tazewell St | | | | | | | | | |
| 21 4th Street | 0.12 | 13000 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.087 | F | 0.549 | 15000 | F | 2003 |
| <u> </u> | | | | To: | | I-81; US 52 | | | | | | | | | |
| Wythe County | | | | From: | | Carroll County Li | ne | | | | | | | | |
| 52 | 0.31 | 2500 | F | 92% | 0% | 3% 4% | 1% | 0% | F | 0.158 | F | 0.669 | 2500 | F | 2003 |
| | | | | To: From: | | 98-607 Poplar Car | np | | | | | | | | |
| 52 | 3.16 | 2500 | F | 92% | 0% | 3% 4% | 1% | 0% | F | 0.155 | F | 0.652 | 2600 | F | 2003 |
| | | | | To: From: | | 98-619 | | | | | | | | | |
| 52 | 5.12 | 2600 | F | 91% | 1% | 2% 3% | 3% | 0% | С | 0.137 | F | 0.576 | 2700 | F | 2003 |
| | | | | From: | | 98-736 | | | | | | | | | |
| 52 | 0.87 | 9000 | F | 91% | 1% | 2% 3% | 3% | 0% | F | 0.105 | F | 0.632 | 9300 | F | 2003 |
| ~~~ | 0.04 | | | From: | | S I-81 | | · · | | | | | | | |
| [52] [81] | 2.31 Combined Traffic: | 50000 | _ | 72% | | ee I-81 for direction | | | ne est F | | or this | segment. | | F | |
| | Combined Trainc. | 50000 | F | 1270 | 1% | 1% 0% | 24% | 2% | Г | NA | | | 47000 | Г | |
| (52) (81) | 2.37 | | | From: | S | F-43 ee I-81 for direction | onal tra | ffic volur | ne est | imates fo | or this | seament | | | |
| (32) (61) | Combined Traffic: | 52000 | F | 72% | 1% | 1% 0% | 24% | 2% | C | 0 | A | 0.501 | 50000 | F | |
| | | | | To: | | NCL Wytheville | | | | | | | | | |
| Town of Wytheville | , | | | 1 | | | | | | | | | | | |
| | 0.93 | | | From: | 9 | NCL Wytheville ee I-81 for direction | | ffic volur | mo oct | imatos fo | or thic | coamont | | | |
| [52] [81] | Combined Traffic: | 52000 | F | 72% | 1% | 1% 0% | 24% | 2% | C | NA | סווט וע | segment. | 50000 | F | |
| | | | | To: From: | .,, | US 11 | = 1,70 | | | | | | | • | |
| (52) (81) | 1.29 | | | From: | S | ee I-81 for direction | onal tra | ffic volur | ne est | imates fo | or this | segment. | | | |
| | Combined Traffic: | 49000 | F | 72% | 1% | 1% 0% | 24% | 2% | F | NA | | - | 45000 | F | |
| | | | | To: From: | | I-77 Wytheville | |]- | | | | | | | |
| (52) (81) | 1.99 | | | | | ee I-81 for direction | | | | | or this | segment. | | | |
| \sim \sim | Combined Traffic: | 29000 | F | 77% To: | 1% | 1% 1% | 19% | 1% | F | NA | | | 29000 | F | |
| | | | | From: | J | HOLSTON I-81 SB F I-81 | AMP | | | | | | | | |
| (52) | 1.92 | 2500 | F | 97% | 1% | 1% 1% | 1% | 0% | С | 0.09 | F | 0.568 | 2800 | F | 2003 |
| <u> </u> | | | | To: | | WCL Wytheville | e | | | | | | | | |
| Wythe County | | | | From: | | WCL Wytheville | 2 | ı | | | | | | | |
| (52) | 2.67 | 1100 | F | 96% | 1% | 1% 1% | 1% | 0% | С | 0.094 | F | 0.586 | 1200 | F | 2003 |
| | | | | To: | | 98-680 | | | | | | | | | |

| Section South County Section | | | | | | W | ythe Mai | intenand | ce Area | | | | | | | | |
|--|---------------|-------------------|--------|----|--------------|------|----------|-------------|---------|------|----|-------|----|-------|-------|----|------|
| Sect South | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | | AAWDT | QW | Year |
| Section Combined Traffic: Section Sect | Wythe County | | | | F | | | | | - | | | | | | | |
| Billion Completed Traffic: Stool F 79% 1% 2% 2% 2% 2% 5% 0% 1% 0.93 F 0.93 F 0.553 1100 F 2003 F 0.93 F | <u> </u> | 7.32 | 710 | F | | 0% | | | 2% | 0% | C | 0 11 | F | 0.659 | 730 | F | 2003 |
| 1.78 1000 F 89% 1% 3% 2% 5% 0% 0% F 0.093 F 0.553 1100 F 2003 | 52) | 7.02 | 7.10 | • | | 070 | | | | 070 | Ü | 0.11 | • | 0.000 | 700 | • | 2000 |
| 1.78 1000 F 89% 1% 3% 2% 5% 0% F 0.93 F 0.553 1100 F 2005 | | | | | From: | | | | | ĺ | | | | | | | |
| Carroll County Line County | 69 | 1.78 | 1000 | F | 89% | | | | | 0% | F | 0.093 | F | 0.553 | 1100 | F | 2003 |
| South Sout | <u></u> | | | | To: | | Cormall | Country I | ina | | | | | | | | |
| Campil County Line Campil | <u></u> | 0.25 | 1000 | N | | 1% | | | | 0% | N | 0.093 | N | 0.553 | 1100 | N | 2003 |
| 1.26 | 09 | 0.20 | | | T | 170 | | | | | | 0.000 | ., | 0.000 | 1100 | ., | 2000 |
| South Sout | <u> </u> | 1.26 | 1400 | F | | 1% | | | | 0% | C | 0.081 | F | 0.548 | 1400 | F | 2003 |
| South Sout | 69) | 1.20 | 1400 | • | 0970 | | | | | 070 | C | 0.001 | ' | 0.540 | 1400 | ' | 2000 |
| | $\overline{}$ | 0.00 | 0000 | | | | | | | 40/ | | 0.400 | _ | 0.044 | 0400 | _ | 0000 |
| | 69 | 0.30 | 2000 | r | | 1% | | | | 1% | C | 0.129 | F | 0.614 | 2100 | F | 2003 |
| The combined Traffic | | | | | | | | | | L | | | | | | | |
| Combined Traffic 41000 F 71% 1% 2% 1% 24% 2% F NA 37000 F | | 7.05 | 22000 | _ | <u> </u> | 40/ | | | | 20/ | _ | 0.007 | _ | | 20000 | _ | 2002 |
| | 77) | | | | | | | | | | | | г | | | | 2003 |
| South Sout | | Compined Traffic: | 41000 | ۲ | | 1% | | | | 2% | ۲ | NA | | | 3/000 | F | |
| Ramp From I-77 N Exit 1.32 23000 N 71% 1% 2% 1% 24% 2% N 0.067 N 20000 N 2003 | North | | | | | | | | CII | | | | | | | | |
| Combined Traffic: 41000 N 71% 1% 2% 1% 24% 2% N N N N N N N N N | | I-77 N Exit 1.32 | 23000 | N | 71% | 1% | | | 24% | 2% | Ν | 0.067 | Ν | | 20000 | Ν | 2003 |
| South South | | Combined Traffic: | 41000 | N | 71% | 1% | 2% | 1% | 24% | 2% | Ν | NA | | | 37000 | Ν | |
| Combined Traffic: 51000 F 71% 1% 2% 0% 24% 2% F 0.072 F 23000 F 2003 | | | | | | |] | I-81 S | | | | | | | | | |
| Combined Traffic: S1000 | | | | | | | | | | | | | | | | _ | |
| North South | 77) (81) | | | | | | | | | | | | F | | | | 2003 |
| Combined Traffic: | ~ | Combined Traffic: | 51000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| Combined Traffic: | Jorth South | | | | To: From: | | US 5 | 2; SR 12 | 1 | 1 | | | | | | | |
| Combined Traffic: 50000 F 72% 1% 1% 0% 24% 2% F NA 47000 F | | 2 31 | 25000 | F | 71% | 1% | 2% | 0% | 24% | 2% | F | 0.069 | F | | 23000 | F | 2003 |
| South Sout | 11) (61) | | | | | | | | | | | | • | | | | |
| North South Sout | | | | - | Tay | .,, | | | | | • | | | | | • | |
| Combined Traffic: 52000 F 72% 1% 1% 0% 24% 2% C 0 A 0.501 50000 F | North South | | | | From: | | | F-43 | | | | | | | | | |
| North South | 77) (81) | 2.37 | 25000 | В | 71% | 1% | 2% | 0% | 24% | 2% | С | 0.119 | Α | | 23000 | В | 2003 |
| North South Sout | \circ | Combined Traffic: | 52000 | F | | 1% | | | | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| North South | | | | | To- | | NCL | Wythevil | le | | | | | | | | |
| North South | | e | | | | | | | | | | | | | | | |
| Combined Traffic: 52000 F 72% 1% 1% 0% 24% 2% C NA 50000 F | | 0.00 | 0=000 | _ | | 40/ | | | | 00/ | _ | 0.440 | | | 00000 | - | 0000 |
| North South 1.29 25000 F 71% 1% 2% 0% 24% 2% F 0.076 F 23000 F 2003 | 77) (81) | | | | | | | | | | | | А | | | | 2003 |
| 1.29 25000 F 71% 1% 2% 0% 24% 2% F 0.076 F 23000 F 2003 | | Combined Traffic: | 52000 | ۲ | 72% | 1% | 1% | 0% | 24% | 2% | C | NA | | | 50000 | F | |
| 1.29 25000 F 71% 1% 2% 0% 24% 2% F 0.076 F 23000 F 2003 Combined Traffic: 49000 F 72% 1% 1% 0% 0% 24% 2% F NA 45000 F | North South | | | | To: From: | | 1 | US 11 | | - | | | | | | | |
| Combined Traffic: 49000 F 72% 1% 1% 0% 24% 2% F NA 45000 F To | | 1.29 | 25000 | F | 71% | 1% | 2% | 0% | 24% | 2% | F | 0.076 | F | | 23000 | F | 2003 |
| North | | | | | | | | | | | | | | | | F | |
| North Combined Traffic: 29000 F 78% 1% 1% 0% 19% 1% F 0.078 F 14000 F 2003 | | | | | To: | | I-81 \ | Wythevill | | | | | | | | | |
| Combined Traffic: 29000 F 78% 1% 1% 0% 19% 1% F NA 25000 F | | | | | | | | | <u></u> | | | | | | | | |
| North Peppers Ferry Rd Pep | 77) | | | | | | | | | | | | F | | | | 2003 |
| 0.23 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Very the County North 4.57 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F To Bland County Line South 77 0 0.33 18000 G 71% 1% 2% 1% 24% 2% F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G | ~ | Combined Traffic: | 29000 | F | 78% | 1% | 1% | 0% | 19% | 1% | F | NA | | | 25000 | F | |
| 0.23 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F NCL Wytheville NCL Wytheville NCL Wytheville A.57 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Bland County Line O.33 18000 G 71% 1% 2% 1% 24% 2% F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G | North | | | | From: | | Peppe | ers Ferry F | ₹d | | | | | | | | |
| Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Wythe County North 4.57 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F To Bland County Line South O.33 18000 G 71% 1% 2% 1% 24% 2% F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G | 77 | 0.23 | 14000 | F | | 1% | 1% | 0% | 19% | 1% | F | 0.079 | F | | 12000 | F | 2003 |
| NCL Wytheville NCL | 11) | | | | | | | | | | | | • | | | | _500 |
| North North South North South Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G 1000 G 100 | | Combined Haille. | _, 000 | • | | 1 /0 | | | | 1 /0 | • | 14/3 | | | 1000 | • | |
| North 4.57 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Bland County Line O.33 18000 G 71% 1% 2% 1% 24% 2% F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G | Nythe Courty | | | | | | | | | J. | | | | | | | |
| 4.57 14000 F 78% 1% 1% 0% 19% 1% F 0.079 F 12000 F 2003 Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F South | | | | | From: | | NCL | Wythevil | le | I | | | | | | | |
| Combined Traffic: 27000 F 78% 1% 1% 0% 19% 1% F NA 24000 F Tor Bland County Line South Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1% 2% 1% 24% 2% F NA 31000 G Combined Traffic: 35000 G 71% 1% 2% 1 | | 4.57 | 14000 | F | 78% | 1% | | _ | | 1% | F | 0.079 | F | | 12000 | F | 2003 |
| Bland County Line South | | Combined Traffic: | 27000 | F | | | | | | | F | NA | | | 24000 | F | |
| 0.33 18000 G 71% 1% 2% 1% 24% 2% F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71 <u>% 1% 2% 1% 24% 2%</u> F NA 31000 G | | | | | | | | | | | | | | | | | |
| 0.33 18000 G 71 1/8 1/8 2/8 1/8 24/8 2/8 F 0.075 F 16000 G 2003 Combined Traffic: 35000 G 71 1/8 1/8 2/8 1/8 24/8 2/8 F NA 31000 G | South | | | | From: | | Carroll | County I | ine | 1 | | | | | | | |
| Combined Traffic: 35000 G 71% 1% 2% 1% 24% 2% F NA 31000 G | | 0.33 | 18000 | G | 71% | 1% | | | | 2% | F | 0.075 | F | | 16000 | G | 2003 |
| | | | | | | | | | | | | | | | | | |
| | | | | - | _ | | | | | | - | | | | | - | |

| | | | | | W | /ythe Ma | intenano | ce Area | | | | | | | | |
|------------------|-------------------|-------|----|--------------|------|----------|--------------|---------|-----------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| vthe County | | | | - | | | | illall | Z I I dil | | i actul | | i autui | | | |
| outh | 7.96 | 19000 | F | 71% | 1% | 2% | SR 69 1% | 24% | 2% | F | 0.07 | F | | 16000 | F | 2003 |
| 77) | Combined Traffic: | 41000 | F | 71% | 1% | 2% | 1% | 24% | 2% | F | NA | Г | | 37000 | F | 200 |
| | Combined Trainc. | 41000 | - | To: | 1 /0 | | I-81 N | 24 /0 | 2 /0 | ' | INA | | | 37000 | ' | |
| outh North | | | | From: | | | ort Chisw | ell | | | | | | | | |
| 77) (81) | 1.44 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.068 | F | | 24000 | F | 2003 |
| | Combined Traffic: | 51000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| outh North | | | | From: | | US : | 52; SR 121 | 1 | | | | | | | | |
| 77) (81) | 2.61 | 25000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.072 | F | | 23000 | F | 2003 |
| | Combined Traffic: | 50000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| outh North | | | | To: From: | | | F-42 | | | | | | | | | |
| outh North 77 81 | 2.18 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | С | 0.127 | В | | 26000 | F | 2003 |
| | Combined Traffic: | 52000 | F | 72% | 1% | 1% | 0% | 24% | 2% | C | 0 | A | 0.501 | 50000 | F | |
| | | 02000 | - | To: | .,, | | Wythevill | | | | | | 0.00 | 00000 | • | |
| own of Wythevil | le | | | | | | | | | | | | | | | |
| outh North | | | | From: | 4.5. | | Wythevill | | 12. | _ | | _ | | | | |
| 77) (81) | 0.96 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | С | 0.127 | В | | 26000 | F | 2003 |
| | Combined Traffic: | 52000 | F | 72% | 1% | 1% | 0% | 24% | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| outh North | | | | From: | | | US 11 | | | | | | | | | |
| 77) (81) | 0.82 | 24000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.07 | F | | 23000 | F | 2003 |
| | Combined Traffic: | 49000 | F | 72 <u>%</u> | 1% | 1% | 0% | 24% | 2% | F | NA | | | 45000 | F | |
| | | | | To: From: | | | Wythevill | e | | | | | | | | |
| outh | 1.15 | 14000 | F | 77% | 1% | 1% | I-81 N 0% | 19% | 1% | F | 0.07 | F | | 12000 | F | 2003 |
| 77) | Combined Traffic: | | F | 78% | 1% | 1% | 0% | 19% | 1% | F | NA | • | | 25000 | F | 200 |
| | Combined Trainc. | 23000 | • | To- | 1 /0 | | Wythevill | | 1 70 | ' | INA | | | 23000 | ' | |
| vthe County | | | | | | | | | | | | | | | | |
| outh | | | | From: | | NCL | Wythevill | le | | | | | | | | |
| 77) | 0.02 | 14000 | F | 77% | 1% | 1% | 0% | 19% | 1% | F | 0.07 | F | | 12000 | F | 2003 |
| | Combined Traffic: | 27000 | F | 78% | 1% | 1% | 0% | 19% | 1% | F | NA | | | 24000 | F | |
| outh | | | | From: | | Рерре | ers Ferry R | Rd | - | | | | | | | |
| 77) | 4.55 | 14000 | F | 77% | 1% | 1% | 0% | 19% | 1% | F | 0.068 | F | | 12000 | F | 2003 |
| | Combined Traffic: | | F | 78% | 1% | 1% | 0% | 19% | 1% | F | NA | | | 24000 | F | |
| | | | | To: | | | County Li | | | | | | | | | |
| orth | | | | From: | | Smyth | County L | ine | | | | | | | | |
| 81) | 3.07 | 13000 | F | 76% | 1% | 1% | 1% | 21% | 1% | F | 0.077 | F | | 13000 | F | 2003 |
| | Combined Traffic: | 26000 | F | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | | | 26000 | F | |
| orth | | | | To- From: | | SR 9 | 90; 98-680 |) | | | | | | | | |
| lorth 81 | 7.09 | 15000 | F | 76% | 1% | 1% | 1% | 21% | 1% | F | 0.068 | F | | 15000 | F | 2003 |
| 01) | Combined Traffic: | | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | ' | | 28000 | F | 2000 |
| | | | | /0 | 1 /0 | | | _0 /0 | 1 /0 | | 11/1 | | | | | |
| lorth | | | | From: | | | US 11 | | | | | | | , | | |
| 81) | 1.57 | 13000 | F | 76% | 1% | 1% | 1% | 21% | 1% | F | 0.07 | F | | 13000 | F | 2003 |
| | Combined Traffic: | 25000 | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | | | 26000 | F | |
| | | | | To: | | SCL | Wythevill | e | | | | | | | | |
| own of Wythevil | le | | | From: | | SCI | Wythevill | e | ı | | | | | | | |
| orth 81 | 2.03 | 13000 | F | 76% | 1% | 1% | 1% | 21% | 1% | F | 0.07 | F | | 13000 | F | 2003 |
| 01) | Combined Traffic: | | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | • | | 26000 | F | _000 |
| | Combined Halle. | | • | | . 70 | | | | . /0 | • | . 47 1 | | | 2000 | • | |
| lorth | | | | From: | | | 21; US 52 | | | | | | | | | |
| 81) | 2.27 | 14000 | F | 76% | 1% | 1% | 1% | 21% | 1% | F | 0.077 | F | | 15000 | F | 2003 |
| | Combined Traffic: | 29000 | F | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | | | 29000 | F | |
| | | | | To: | | I-77 | Wythevill | e |] | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | VV | ytne Ma | menand | se Area | | | | | | | | |
|--------------------|-------------------|-------|----|--------------|------|---------|-----------|---------------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Wytheville | | | | | | ZANC | JIANE | iiiaii | ZITAII | | i actor | | i actor | | | |
| North | | | | From: | | | Wythevill | | | | | | | | | |
| 81) | 0.82 | 24000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.07 | F | | 23000 | F | 2003 |
| \smile | Combined Traffic: | 49000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 45000 | F | |
| | | | | To: | | - | US 11 | | | | | | | | | |
| North | | | | From: | | | | | | | | | | | | |
| (81) | 0.96 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | С | 0.127 | В | | 26000 | F | 2003 |
| | Combined Traffic: | 52000 | F | 72% | 1% | 1% | 0% | 24% | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| | | | | To: | | NCL | Wythevil | le | | | | | | | | |
| Wythe County | | | | | | | | | | | | | | | | |
| North | | | | From: | | NCL | Wythevil | le | | | | | | | | |
| (81) | 2.18 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | С | 0.127 | В | | 26000 | F | 2003 |
| \bigcup | Combined Traffic: | 52000 | F | 72% | 1% | 1% | 0% | 24% | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| | | | | To: | | | FR-42 | | | | | | | | | |
| North | | | | From: | | | | | | | | | | | | |
| (81) | 2.61 | 25000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.072 | F | | 23000 | F | 2003 |
| | Combined Traffic: | 50000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| | | | | To | | 110 4 | 52; SR 12 | 1 | | | | | | | | |
| North | | _ | | From: | | | | | | | | | | | | |
| 81) | 1.44 | 26000 | F | 73% | 1% | 1% | 0% | 24% | 1% | F | 0.068 | F | | 24000 | F | 2003 |
| \sim | Combined Traffic: | 51000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| | | | | To | | J-77 F | ort Chisw | ell | | | | | | | | |
| North | | | _ | From: | | | | | | _ | | _ | | | _ | |
| 81) | 2.31 | 19000 | F | 72% | 1% | 1% | 1% | 24% | 2% | F | 0.067 | F | | 19000 | F | 2003 |
| \sim | Combined Traffic: | 37000 | F | 72% | 1% | 1% | 1% | 24% | 2% | F | NA | | | 37000 | F | |
| | | | | To: | | | 98-619 | |]. | | | | | | | |
| North | | | _ | From: | | | | | | _ | | _ | | 40 | _ | |
| (81) | 1.99 | 18000 | F | 72% | 1% | 1% | 1% | 24% | 2% | F | 0.069 | F | | 18000 | F | 2003 |
| | Combined Traffic: | 35000 | F | 72% | 1% | 1% | 1% | 24% | 2% | F | NA | | | 35000 | F | |
| | | | | To | | - | 98-618 | | | | | | | | | |
| North | 4.4. | 40000 | _ | From: | 40/ | | | 0.40/ | 00/ | _ | 0.000 | _ | | 40000 | _ | 0000 |
| 81) | 1.44 | 19000 | G | 72% | 1% | 1% | 1% | 24% | 2% | F | 0.082 | F | | 19000 | G | 2003 |
| | Combined Traffic: | 38000 | G | 72 <u>%</u> | 1% | 1% | 1% | 24% | 2% | F | 0.070 | F | 0.522 | 38000 | G | |
| | | | | To: | | Pulaski | County I | ine | | | | | | | | |
| South | | - | | From: | | Smyth | County L | ine | | | | | | | | |
| (81) | 3.33 | 13000 | F | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.070 | F | | 13000 | F | 2003 |
| | Combined Traffic: | 26000 | F | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | | | 26000 | F | |
| | | | | | | | | | | | | | | | | |
| South | | | | From: | | | SR 90 | | | | | | | | | |
| (81) | 6.54 | 13000 | F | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.074 | F | | 14000 | F | 2003 |
| \smile | Combined Traffic: | 28000 | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | | | 28000 | F | |
| | | | | To | | | | | | | | | | | | |
| South | | | | From: | | | US 11 | | | | | | | | | |
| 81) | 1.08 | 12000 | F | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.071 | F | | 12000 | F | 2003 |
| \smile | Combined Traffic: | 25000 | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | | | 26000 | F | |
| | | | | To: | | | Wythevill | | | | | | | | | |
| Town of Wytheville | | | | | | | | | | | | | | | | |
| South | | - | | From: | | SCL | Wythevill | le | I | | | | | | | - |
| (81) | 2.71 | 12000 | F | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.071 | F | | 12000 | F | 2003 |
| | | | F | 77% | 1% | 1% | 1% | 20% | 1% | F | NA | - | | 26000 | F | |
| | Combined Hailie. | 2000 | | 1 1 /0 | 1 /0 | | | | 1 /0 | | INC | | | 20000 | 1 | |
| South | | | | From: | | US | 21; US 52 | 2 | | | | | | | | |
| 81) | 1.99 | 15000 | F | 78% | 1% | 1% | 1% | 18% | 1% | F | 0.071 | F | | 15000 | F | 2003 |
| 61 | Combined Traffic: | | F | 77% | 1% | 1% | 1% | 19% | 1% | F | NA | • | | 29000 | F | _500 |
| | Combined Hallic. | 23000 | Г | 11/0 | 1 /0 | | | | 1 /0 | Ι. | INA | | | 23000 | 1 | |
| South | | | | To: From: | | I-77 | Wythevill | e | | | | | | | | |
| 81) | 1.29 | 25000 | F | 71% | 1% | 2% | 0% | 24% | 2% | F | 0.076 | F | | 23000 | F | 2003 |
| 01) | Combined Traffic: | 49000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | | • | | | F | |
| | | | | 1 / /0 | | | | | | | | | | | | |
| | Combined Traine. | 40000 | • | To: | 1 /0 | | US 11 | 24 /0 | 2 /0 | 1 | NA | | | 45000 | Г | |

| | | | | | VV | ytne Ma | intenand | e Area | | | | | | | | |
|--------------------|-------------------|-------|--------|--------------|------|------------------|------------------|-------------|--------|----|-------------|----|---------------|-------|-----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trı 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Wytheville | , | | | From: | | | | | | | . 45151 | | | | | |
| outh | 0.00 | 05000 | _ | 71% | 40/ | 2% | US 11 0% | 040/ | 2% | _ | 0.440 | ۸ | | 22000 | _ | 2002 |
| 81 | 0.93 | 25000 | В | | 1% | | | 24% | | С | 0.119 | Α | | 23000 | В | 2003 |
| | Combined Traffic: | 52000 | F | 72% To: | 1% | 1% NCL | 0% Wythevill | 24% | 2% | С | NA | | | 50000 | F | |
| Vythe County | | | | | | | - | | | | | | | | | |
| South | 0.07 | 05000 | | From: | 40/ | | Wythevill | | 00/ | _ | 0.440 | | | 00000 | 1 | 0000 |
| 81 | 2.37 | 25000 | B - | 71% | 1% | 2% | 0% | 24% | 2% | С | 0.119 | Α | | 23000 | В _ | 2003 |
| | Combined Traffic: | 52000 | F | 72% | 1% | 1% | 0% | 24% | 2% | С | 0 | Α | 0.501 | 50000 | F | |
| South | | | | From: | | | FR-43 | | | | | | | | | |
| 81) | 2.31 | 25000 | F | 71% | 1% | 2% | 0% | 24% | 2% | F | 0.069 | F | | 23000 | F | 2003 |
| <u> </u> | Combined Traffic: | 50000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| outh | | | | From: | | US 5 | 52; SR 121 | | į | | | | | | | |
| 81) | 0.93 | 25000 | F | 71% | 1% | 2% | 0% | 24% | 2% | F | 0.072 | F | | 23000 | F | 2003 |
| | Combined Traffic: | 51000 | F | 72% | 1% | 1% | 0% | 24% | 2% | F | NA | | | 47000 | F | |
| outh | | | | To: From: | | I-77 F | ort Chiswo | ell | | | | | | | | |
| 81) | 3.20 | 18000 | F | 73% | 1% | 1% | 1% | 23% | 2% | F | 0.075 | F | | 18000 | F | 2003 |
| 01) | Combined Traffic: | 37000 | F | 72% | 1% | 1% | 1% | 24% | 2% | F | NA | | | 37000 | F | |
| | | | | To | | (| 98-619 | | | | | | | | | |
| South | 1.96 | 17000 | F | 73% | 1% | 1% | 1% | 23% | 2% | F | 0.078 | F | | 17000 | F | 2003 |
| 81 | Combined Traffic: | 35000 | F | 73% 72% | 1% | 1% | 1% | 24% | 2% | F | NA | г | | 35000 | F | 2003 |
| | Combined Trainic. | 33000 | • | 7 Z /0 | 1 /0 | | | 24 /0 | 2 /0 | ' | INA | | | 33000 | ' | |
| outh | | | | From: | | | 98-618 | | | | | | | | | |
| 81) | 1.21 | 19000 | G | 73% | 1% | 1% | 1% | 23% | 2% | F | 0.074 | F | | 19000 | G | 2003 |
| | Combined Traffic: | 38000 | G | 72% | 1% | 1% | 1% County L | 24% | 2% | F | 0.070 | F | 0.522 | 38000 | G | |
| CD ID (| | | | | | ruiaski | County L | inc | L | | | | | | | |
| Town of Rural Reti | reat | | | From: | | 9 | 98-616 | | 1 | | | | | | | |
| 90) | 0.60 | 6400 | F | 97% | 1% | 1% | 0% | 1% | 0% | С | 0.089 | F | 0.594 | 6600 | F | 2003 |
| | | | | To: | | NCL F | Rural Retro | eat | | | | | | | | |
| Vythe County | | | | From: | | NOT T | 10. | | Т | | | | | | | |
| 00 | 0.66 | 6400 | N | 97% | 1% | 1% | Rural Retro 0% | 1% | 0% | N | 0.089 | N | 0.594 | 6600 | N | 2003 |
| 90 | 0.00 | 0400 | | 31 /0 | | | | | 070 | 11 | 0.003 | 14 | 0.554 | 0000 | 11 | 2000 |
| <u></u> | 0.47 | 5800 | F | 97% | 1% | US 11 Stal 1% | leys Cross 0% | Roads 1% | 0% | F | 0.081 | F | 0.567 | 6000 | F | 2003 |
| 90 | 0.47 | 3000 | • | To: | 1 /0 | 1 /0 | I-81 | 1 /0 | 0 70 | ' | 0.001 | • | 0.507 | 0000 | ' | 2003 |
| | | | | From: | | Carroll | County L | ine | 1 | | | | | | | |
| 94 Ivanhoe rd | 0.85 | 1200 | F | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.099 | F | 0.559 | 1300 | F | 2003 |
| | | | | To: | | 98-6 | 39 Ivanho | e | | | | | | | | |
| 94) Ivanhoe Rd | 2.64 | 2100 | F | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.095 | F | 0.593 | 2200 | F | 2003 |
| | | | | To- From: | | Ol | ld SR 94 | | | | | | | | | |
| 94) Ivanhoe Rd | 3.50 | 2500 | F | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.091 | F | 0.641 | 2600 | F | 2003 |
| | | | | To: From: | | | 98-634 | | | | | | | | | |
| 94) Ivanhoe Rd | 2.06 | 4100 | F | 96% | 1% | 2% | | 1% | 0% | F | 0.097 | F | 0.642 | 4200 | F | 2003 |
| | · | | | To: | | | Farmers St | | | | | | | | | |
| | | | | From: | | Carroll | County L | ine | | | | | | | | |
| 100) | 6.16 | 3200 | F | 93% | 1% | 1% | 3% | 2% | 0% | С | 0.101 | F | 0.627 | 3300 | F | 2003 |
| | | | | To: | | | County L | | | | | | | | | |
| | | | | From: | | | ort Chiswo | | 22. | _ | | | | | | |
| 121 | 1.83 | 3700 | F | 97% | 1% | | 1% | 1% | 0% | С | 0.090 | F | 0.509 | 3800 | F | 2003 |
| | | | | To: | | | 8-1004 | | 1 | | | | | | | |
| 242) | 0.10 | 320 | N | From: | | Wythe | County L | ine | | | NA | | | NA | | 1998 |
| 612 86 | 0.10 | 320 | 14 | To | | 86-6 | 78; 98-612 | 2 | | | IN/A | | | 11/7 | | 1990 |
| | | | | | | 00-0 | . 5, 50 012 | | | | | | | | | |

| | | | | | VV | ythe Maintenance Are | a | | | | | | | |
|---------------|--------|------|-----|--------------|-----|----------------------------|----|------|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Tra | | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | Wythe County Line | 1 | | | | | | | |
| 616 | 0.20 | 280 | N | 98% | 0% | 1% 0% 0% | 0% | N | 0.090 | Ν | 0.52 | 280 | Ν | 2003 |
| 869 | | | | To: | | Dead End | | | | | | | | |
| | | | | From: | | Wythe County Line | Ì | | | | | | | |
| 678 | 0.20 | 40 | R | . — | | | | | NA | | | NA | | 06/18/2001 |
| | | | | 10: | | 86-612 EAST | | | | | | | | |
| | 2.90 | 140 | R | From: | | US 52 | | | NA | | | NA | | 10/30/2003 |
| 600 | 2.90 | 140 | K | | | | 1 | | INA | | | INA | | 10/30/2003 |
| | 0.40 | 100 | R | From: | | 98-661 WEST | | | NA | | | NA | | 10/30/2003 |
| 600 | 0.40 | 100 | 1 | | | | | | INA | | | INA | | 10/30/2000 |
| <u></u> | 0.60 | 90 | R | From: | | 98-656 | | | NA | | | NA | | 10/30/2003 |
| 600 | 0.00 | 30 | K | | | | | | INA | | | INA | | 10/30/2003 |
| | 0.30 | 150 | R | From: | | 98-661 SOUTH | | | NA | | | NΙΔ | | 10/20/2003 |
| 600 | 0.30 | 150 | ĸ | | | | | | NA | | | NA | | 10/30/2003 |
| $\overline{}$ | 4.40 | | | From: | | 98-661 NORTH | | | NIA | | | NIA | | 40/00/0000 |
| 600 | 1.40 | 90 | R | To: | | 98-659 SOUTH | 1 | | NA | | | NA | | 10/30/2003 |
| | | | | From: | | 98-659 NORTH | | | | | | | | |
| 600 | 1.20 | 160 | R | | | | | | NA | | | NA | | 10/30/2003 |
| | | | | To: From: | | 98-658 | 1 | | | | | | | |
| 600 | 1.30 | 120 | R | From: | | | | | NA | | | NA | | 10/30/2003 |
| | | | | To: | | 98-603 NORTH | | | | | | | | |
| | F 90 | 270 | В | From: | | 98-603 SOUTH | | | NIA | | | NIA | | 10/20/2002 |
| 600 | 5.80 | 270 | R | | | | | | NA | | | NA | | 10/30/2003 |
| \bigcirc | 1.00 | | | From: | | 5.80 MN 98-603 | | | | | | | | 40/00/0000 |
| 600 | 1.29 | 50 | R | | | | | | NA | | | NA | | 10/30/2003 |
| | | | | From: | | 7.09 MN 98-603 | | | | | | | | |
| (600) | 1.71 | 20 | R | | | | 1 | | NA | | | NA | | 10/30/2003 |
| | | | | To: | | Bland County Line | | | | | | | | |
| | 0.70 | 200 | _ | From: | | Carroll County Line | | | NIA | | | NIA | | 11/11/2003 |
| 601 | 0.70 | 280 | R | To: | | 98-742 | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | | | | | | | | | |
| (602) | 3.66 | 330 | R | | | Grayson County Line | | | NA | | | NA | | 11/06/2003 |
| (002) | 0.00 | 000 | ••• | To: | | 98-619 EAST | | | | | | | | 11/00/2000 |
| \bigcirc | | | | From: | | 98-619 WEST | | | | | | | | |
| (602) | 2.15 | 280 | R | . — | | | | | NA | | | NA | | 11/06/2003 |
| | | | | From: | | 98-690 WEST 98-690 EAST | | | | | | | | |
| (602) | 1.10 | 110 | R | | | 70-070 L/101 | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-690 NORTH | | | | | | | | |
| | | | | From: | | WCL Wytheville | | | | | | | | |
| 603) Cove Rd | 3.42 | 500 | F | 98% | 0% | 1% 1% 0% | 0% | С | 0.095 | F | 0.625 | 520 | F | 2003 |
| | | | | From: | | 98-600 South | 1 | | | | | | | |
| 603 | 0.30 | 210 | R | From: | | | | | NA | | | NA | | 10/30/2003 |
| | | | | To: | | 98-600 NORTH | 1 | | | | | | | |
| 603 | 2.90 | 90 | R | From: | | 70 000 11011111 | | | NA | | | NA | | 10/30/2003 |
| | | | | To: | | Bland County Line | | | | | | | | |
| | | | | From: | | 98-619 | | | | | | | | |
| 604) | 0.80 | 120 | R | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-605 | | | | | | | | |
| \bigcirc | | | | From: | | SR 94 | | | | | | | | |
| 605) | 0.50 | 320 | R | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: From: | | 98-604 | | | | | | | | |
| 605 | 1.60 | 300 | R | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-606 | | | | | | | | |
| | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------|--------|------|----|--------------|-----|---------------------|--------------------|-------|-------------|----|-------------|----|---------------|-------|----|------------|
| Wythe County | | | | From: | | 98- | -606 | | 1 | | | | | | | |
| 605) | 0.70 | 200 | R | To: | | | | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | | -605 | | I | | | | | | | |
| 606) | 0.60 | 48 | R | | | 76- | -003 | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | | -634 | | | | | | | | | |
| 607) | 5.27 | 960 | F | 96% | 2% | 0% | 3 52 2% | 0% | 0% | С | 0.098 | F | 0.625 | 990 | F | 2003 |
| 607) | 1.84 | 330 | R | From: | | | 100 | | • | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | Pulaski C | | | | | | | | | | |
| 608) | 0.04 | 70 | R | | | Carroll Co | | 16 | | | NA | | | NA | | 11/11/2003 |
| 608) | 2.40 | 310 | R | From: | | SR | R 69 | | | | NA | | | NA | | 11/11/2003 |
| | 0.20 | 60 | R | From: | | 98- | -624 | | | | NA | | | NA | | 11/11/2003 |
| 608) | 0.20 | 60 | κ | To: | | TIC | S 52 | | | | INA | | | INA | | 11/11/2003 |
| 608 | 1.90 | 290 | R | From: | | | | | | | NA | | | NA | | 11/11/2003 |
| 608) | 0.65 | 220 | R | From: | | 98- | -623 | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | 98- | -703 | | | | | | | | | |
| 608) | 2.75 | 70 | R | | | | | | | | NA | | | NA | | 11/11/2003 |
| 608) | 1.16 | 570 | R | From: | | 98- | -621 | | | | NA | | | NA | | 11/11/2003 |
| | 0.18 | 820 | R | From: | | 98- | -795 | | | | NA | | | NA | | 11/11/2003 |
| 608 | | | | To: | | 0.18 MI | E 98-795 | | | | | | | | | |
| 608 | 0.06 | 1500 | R | From: | | | | | | | NA | | | NA | | 11/11/2003 |
| | 4.07 | | | To: From: | | SR | 100 | | | | | | | | | 44441000 |
| 608) | 1.87 | 640 | R | To: | | Pulaski C | ounty Lii | ne | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | | -618 | | | | | | | | | |
| 609 | 1.70 | 210 | R | To: | | Dulaski C | overty Lie | •• | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | Pulaski C | ytheville | | 1 | | | | | | | |
| 610 | 1.00 | 1700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.505 | 1800 | F | 2003 |
| | 2.66 | 1000 | F | From: 98% | 1% | 98-647 1% | WEST 0% | 0% | 0% | F | 0.094 | F | 0.628 | 1000 | F | 2003 |
| 610 | | | | To | | Jefferson F | | | | | | | | | | |
| 610 | 1.52 | 930 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.5 | 960 | F | 2003 |
| 610 | 1.31 | 990 | F | 98% | 1% | 1% | -716 0 % | 0% | 0% | F | 0.088 | F | 0.632 | 1000 | F | 2003 |
| | 0.87 | 1000 | R | To: From: | | 98-1006 Max | Meadov | vs Rd | | | NA | | | NA | | 10/30/2003 |
| 610 | | | | To- From: | | 98- | -712 | | | | | | | | | |
| 610 | 5.05 | 870 | R | To: | | Pulaski C | | ne. | | | NA | | | NA | | 10/30/2003 |
| | | | | From: | | | -626 | | | | | | | | | |
| 611) | 1.55 | 30 | R | | | | | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | | -618 ; 86-678 | | <u> </u> | | | | | | | |
| (612) | 4.91 | 520 | R | <u> </u> | | 60-012 | , 00-0/8 | | | | NA | | | NA | | 11/14/2003 |
| \bigcup | | | | To: | | 98- | -749 | | | | | | | | | |

| | | | | | V۱ | /ythe Main | tenanc | e Area | | | | | | | | |
|-----------------------|----------|------|----|--------------|-----|---------------|--------------------|--------|----------|------|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle : | | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | FI | R-44 | | 1 | | | | | | | |
| 613) | 2.10 | 540 | R | | | | | | | | NA | | | NA | | 10/30/2003 |
| | 0.50 | 370 | R | To: From: | | Jefferson | Forest B | ndy | | | NA | | | NA | | 10/30/2003 |
| 613) | 0.50 | 370 | | To: | | 0.50 MI | N of Bnd | ly | | | 14/3 | | | 14/3 | | 10/30/2000 |
| 613) | 1.50 | 170 | R | From: | | | | | <u>.</u> | | NA | | | NA | | 10/30/2003 |
| 613) | 1.50 | 250 | R | From: | | 98 | 3-610 | | | | NA | | | NA | | 10/30/2003 |
| (613) | | | | To: | | Dea | id End | | | | | | | | | |
| 614 | 0.90 | 160 | R | From: | | 98 | 3-613 | | | | NA | | | NA | | 10/30/2003 |
| 614) | 0.00 | 100 | | To: From: | | 98 | 3-713 | | | | 14/1 | | | 147. | | 10/00/2000 |
| 614) | 0.50 | 190 | R | Pioni. | | | | | | | NA | | | NA | | 10/30/2003 |
| (614) | 0.20 | 260 | R | From: | | 0.50 M | N 98-713 | 3 | | | NA | | | NA | | 10/30/2003 |
| (614) | | | | To: From: | | 98 | 3-763 | | | | | | | | | |
| 614) | 1.10 | 1500 | R | To: | | GP. | 101 | | | | NA | | | NA | | 1997 |
| | | | | From: | | Smyth C | R 121 County Li | ne | | | | | | | | |
| (615) | 0.30 | 440 | R | | | | | | | | NA | | | NA | | 11/14/2003 |
| | | | | To: From: | | | SOUTH NORTH | | | | | | | | | |
| (615) | 2.18 | 650 | R | To: | | SCL Ru | ral Retre | at | 1 | | NA | | | NA | | 11/14/2003 |
| Town of Rural Retreat | | | | | | | | | | | | | | | | |
| (615) | 0.58 | 650 | N | From: | | SCL Ru | ral Retre | at | | | NA | | | NA | | 11/14/2003 |
| 0.09 | | | | To: | | 98-749 Ced | ar Spring | gs Rd | | | | | | | | |
| Wythe County | | | | From: | | 98 | 3-670 | | | | | | | | | |
| 616 | 1.64 | 590 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.109 | F | 0.575 | 600 | F | 2003 |
| (616) | 0.15 | 880 | F | From: 98% | 1% | 98 1% | 6-689 0% | 0% | 0% | С | 0.096 | F | 0.642 | 900 | F | 2003 |
| 0.09 | | | | To: | | | ıral Retre | | | | | | | | | |
| Town of Rural Retreat | | | | From: | | WCL Ru | ıral Retre | eat | | | | | | | | |
| 616 | 0.26 | 880 | N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.096 | Ν | 0.642 | 900 | Ν | 2003 |
| 616 | 0.22 | 1100 | F | From: 98% | 1% | 98- 1% | -1107 0% | 0% | 0% | F | 0.095 | F | 0.63 | 1200 | F | 2003 |
| <u>(616)</u> | | | | To: From: | | | -1101 | | | | | | | | | |
| 616 | 0.32 | 250 | R | To: | | | R 90 | | | | NA | | | NA | | 11/14/2003 |
| | | | _ | From: | | | ; 98-749 | | | | | | | | | |
| 616 | 0.23 | 1100 | R | To: | | 98-674 | SOUTH | I | | | NA | | | NA | | 11/14/2003 |
| | 0.18 | 450 | R | From: | | | NORTH | | | | NA | | | NA | | 11/14/2003 |
| (616) | 0.10 | 450 | 11 | To: | | ECL Ru | ral Retre | at | | | INA | | | INA | | 11/14/2000 |
| Wythe County | | | | From: | | ECI D. | ıral Retre | at | | | | | | | | |
| (616) | 0.72 | 450 | N | <u> </u> | | | | ut | | | NA | | | NA | | 11/14/2003 |
| | | | | To: From: | | 98 Smyth C | 3-675 | no. | | | | | | | | |
| (617) | 0.90 | 70 | R | | | Sillyth C | ounty L1 | IIC | | | NA | | | NA | | 11/04/2003 |
| | . | | | To: From: | | 98 | 3-683 | | | | *** | | | *** | | 441641555 |
| 617) | 0.51 | 40 | R | To: | | 98 | 3-706 | | | | NA | | | NA | | 11/04/2003 |
| | | | | | | ,,, | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------|--------|------|----|--------------|------|---------------------|---------------|------|------------|----|-------------|----|---------------|-------|----|------------|
| Wythe County | | | | From: | | | -706 | | 1 | | | | | | | |
| 617) | 0.69 | 80 | R | | | | | | | | NA | | | NA | | 11/04/2003 |
| | 2.30 | 590 | R | To: From: | | 98 | -682 | | | | NA | | | NA | | 11/04/2003 |
| 617) | 2.50 | | | To | | | NORTH | | | | 14/-3 | | | INA | | 11/04/2003 |
| (617) | 1.50 | 650 | R | From: | | 98-680 | SOUTH | | | | NA | | | NA | | 11/04/2003 |
| | | | | То: | | | d End | |] | | | | | | | |
| 618) | 1.09 | 240 | R | From: | | SR | 2 100 | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | 98 | -609 | | - | | | | | | | |
| 618) | 1.30 | 120 | R | . F | | | | | | | NA | | | NA | | 11/11/2003 |
| 618) | 3.29 | 200 | R | From: | | 98 | -611 | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | FI | R-45 | | - | | | | | | | |
| 618 | 0.10 | 2800 | R | To: | | EI | R-44 | | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | | S 21 | | 1 | | | | | | | |
| 619 St Peters Rd | 2.14 | 570 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.602 | 590 | F | 2003 |
| 619 St Peters Rd | 0.61 | 210 | F | From: 97% | 2% | Jefferson | Forest Bn | 0% | 0% | F | 0.096 | F | 0.739 | 220 | F | 2003 |
| 619 St Peters Rd | 0.01 | 210 | | To: | 270 | | -707 | 0 70 | | ' | 0.000 | | 0.700 | 220 | ' | |
| 619 | 1.60 | 230 | F | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.122 | F | 0.517 | 240 | F | 2003 |
| 619) St Peters Rd | 1.11 | 230 | F | From: 97% | 2% | 98-602 1% | 2 WEST 0% | 0% | 0% | F | 0.120 | F | 0.536 | 240 | F | 2003 |
| | | | | To: From: | | Jefferson | Forest Bn | dy | - | | | | | | | |
| 619 St Peters Rd | 0.49 | 440 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.098 | F | 0.535 | 460 | F | 2003 |
| (619) Greves Rd | 1.75 | 200 | F | From: 97% | 2% | 98-646 1% | 6 WEST 0% | 0% | 0% | F | 0.11 | F | 0.523 | 210 | F | 2003 |
| (819) STOTOS T.C. | 1.70 | | | To- From: | 270 | | 2 WEST | 070 | | | 0.11 | | 0.020 | | | |
| 619) Huddle Rd | 4.85 | 470 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.116 | F | 0.655 | 480 | F | 2003 |
| Austinville Dd | 2.42 | CEO. | | From: | 10/ | | R 94 | 10/ | 00/ | | 0.000 | _ | 0.522 | 660 | | 2002 |
| 619 Austinville Rd | 3.43 | 650 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.098 | F | 0.522 | 660 | F | 2003 |
| (619) Austinville Rd | 0.69 | 830 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.105 | F | 0.572 | 860 | F | 2003 |
| | | | | To: From: | | | -636 | | | | | | | | | |
| 619 Austinville Rd | 2.54 | 1000 | F | 97% To: | 1% | 1% US 52 | 0% NORTH | 1% | 0% | С | 0.098 | F | 0.611 | 1000 | F | 2003 |
| | 1.87 | 250 | G | 97% | 1% | | SOUTH 0% | 1% | 0% | F | NA | | | NA | | 2003 |
| <u>(619)</u> | 1.07 | 250 | | 37 70 | 1 /0 | | -752 | 1 /0 | | ! | INA | | | INA | | 2003 |
| 619 | 0.18 | 140 | R | From: | | | 732 | | | | NA | | | NA | | 11/11/2003 |
| | 1.20 | 150 | R | To: From: | | 0.18 M | E 98-752 | | | | NA | | | NA | | 11/11/2003 |
| 619 | | | | To: | | 98 | -626 | | | | | | | | | |
| 619 | 1.87 | 130 | R | FIOII. | | | | | | | NA | | | NA | | 11/11/2003 |
| | 0.10 | 130 | R | From: | | 1.87 M | E 98-626 | | - | | NA | | | NA | | 11/11/2003 |
| <u>(619)</u> | | | | To: | | 98 | -629 | | 1 | | , | | | | | |
| 619 | 1.91 | 540 | R | - | | | | | - | | NA | | | NA | | 11/11/2003 |
| | | | | To: | | | R-44 -622 | | | | | | | | | |
| (620) | 0.45 | 70 | R | <u> </u> | | | | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: | | Dea | d End | | | | | | | | | |

| | | | | | | ythe Mainten | ance Area | | | | | | | | |
|---------------------|--------|------|-----|--------------|------|-----------------|-------------|--------|---------|-------------|----|---------------|-------|----|--------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | 2Trail | \circ | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | | | | | | | | | | | | |
| | 2.01 | 220 | R | From: | | 98-608 | | | | NA | | | NA | | 11/11/2003 |
| 621) | 2.01 | 220 | IX. | To: | | SR 100 | | | | INA | | | INA | | 11/11/2000 |
| | | | | From: | | Dead Er | | | | | | | | | |
| 622 | 0.20 | NA | | | | | | | | NA | | | NA | | |
| | | | | To: From: | | 98-626 | | | | | | | | | |
| 622 | 1.42 | 540 | R | | | | | | · I | NA | | | NA | | 11/11/2003 |
| | | | | To: | | SR 100 | | | | | | | | | |
| | 0.20 | 60 | R | From: | | Dead En | d | | | NA | | | NA | | 11/11/2003 |
| 623 | 0.20 | 00 | IX. | To: | | 98-608 | | | | INA | | | INA | | 11/11/2003 |
| | | | | From: | | US 52 | | | | | | | | | |
| 624) | 0.10 | 180 | R | | | | | | | NA | | | NA | | 11/11/2003 |
| | | | | To- | | 98-608 | | | | | | | | | |
| \bigcirc | 2.42 | | _ | From: | | 98-672 | | | | | | | | | |
| 625) | 2.40 | 60 | R | | | | | | | NA | | | NA | | 11/14/2003 |
| | 4.00 | | _ | From: | | 98-670 | | | | NIA | | | NIA. | | 44/44/0000 |
| 625) | 1.60 | 50 | R | | | | | | ī | NA | | | NA | | 11/14/2003 |
| | 1.90 | 170 | R | From: | | 98-651 | | | | NA | | | NA | | 11/14/2003 |
| 625 | 1.90 | 170 | ĸ | | | | | | 1 | INA | | | INA | | 11/14/2003 |
| 625) Kings Grove La | 0.10 | 210 | F | From: 98% | 0% | 98-668 0% 0% | 5 2% | 0% | С | 0.113 | F | 0.615 | 220 | F | 2003 |
| 625) Kings Grove La | 0.10 | 210 | • | 70 70 | 070 | | | 070 | ı | 0.110 | • | 0.010 | 220 | | 2000 |
| (625) Crockett Rd | 1.44 | 350 | F | 98% | 0% | 98-690 SOI | | 0% | F | 0.108 | F | 0.644 | 360 | F | 2003 |
| (625) Graditati rta | | | · | To: | 0,70 | | | 070 | | 0.100 | · | 0.011 | 000 | • | 2000 |
| 625 Crockett Rd | 1.10 | 430 | F | 98% | 0% | 98-666 0% 0% | 5 2% | 0% | F | 0.104 | F | 0.628 | 440 | F | 2003 |
| 023) | | | - | To: | | 98-667 WI | | | | | - | | | - | |
| 625) | 1.70 | 380 | F | From: 98% | 0% | 0% 0% | | 0% | F | 0.105 | F | 0.747 | 390 | F | 2003 |
| | | | | To: | | US 11 EA | | | | | | | | | |
| 005 | 0.32 | 250 | R | From: | | US 11 WE | ST | | | NA | | | NA | | 1997 |
| 625) | 0.52 | 230 | IX. | т | | ED 20 | | 1 | ı | INA | | | INA | | 1991 |
| (25) | 0.65 | 150 | R | From: | | FR-38 | | | | NA | | | NA | | 11/04/2003 |
| 625 | 0.00 | | | To: | | 00 665 | | | | | | | | | 1 1/0 1/2000 |
| 625) | 1.80 | 70 | R | From: | | 98-665 | | | | NA | | | NA | | 11/04/2003 |
| 023) | | | | To: | | 98-680 EA | | | | | | | | | |
| | F F7 | 450 | _ | From: | | 98-680 WI | ST | | | NA | | | NA | | 44/04/0000 |
| 625 | 5.57 | 150 | R | To: | | Dead En | d | | | INA | | | INA | | 11/04/2003 |
| | | | | From: | | 98-619 | | | | | | | | | |
| 626) | 1.90 | 60 | R | | | | | | ı | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | 98-611 | | | | | | | | | |
| 626 | 0.50 | 8 | R | FIOIII. | | | | | | NA | | | NA | | 11/11/2003 |
| $\overline{}$ | | | | To: | | 98-622 | | | | | | | | | |
| | | | _ | From: | | US 52 | | | | | | | | | |
| 627 | 0.30 | 360 | R | | | | | | | NA | | | NA | | 11/06/2003 |
| | 1.00 | 420 | | From: | | 98-698 | - | | | NIA | | | NI A | | 11/06/0000 |
| 627) | 1.80 | 130 | R | To: | | 98-629 | | | | NA | | | NA | | 11/06/2003 |
| | | | | From: | | Dead En | d | | | | | | | | |
| 628 | 0.49 | 46 | R | <u> </u> | | Deau El | | | ı | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-629 | | | | | | | | | |
| | | | | From: | | US 52 | | | | | | | | | |
| 629 | 2.90 | 710 | R | | | | | | ì | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-619 | | | | | | | | | |

| | | | | | Wylife Mantenance Area | | | | | | | | |
|----------------|--------|------|-----|--------------|----------------------------|-----|-------|-------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | ()(') | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | 98-631 | 1 | | | | | | | |
| 630 | 1.54 | 250 | R | | 70-031 | | _ | NA | | | NA | | 11/06/2003 |
| | | | | To: From: | US 52 | | | | | | | | |
| 630 | 0.70 | 420 | R | To | Dead End | | l | NA | | | NA | | 11/06/2003 |
| | | | | From: | | | | | | | | | |
| 631) | 1.90 | 90 | R | | 98-619 | | | NA | | | NA | | 11/06/2003 |
| (631) (631) | 2.90 | 380 | R | To: From: | 98-630 | | | NA | | | NA | | 11/06/2003 |
| | | | | To | SR 94 | | | | | | | | |
| 631) | 0.70 | 40 | R | From: | * * | | ı | NA | | | NA | | 11/06/2003 |
| | | | | To: | 98-634 | | | | | | | | |
| $\overline{}$ | | | | From: | 98-634 | | | | | | | | |
| 632 | 1.60 | 370 | R | | 00 50 6 | | i | NA | | | NA | | 11/06/2003 |
| | | | | To: | 98-736 | | | | | | | | |
| | 0.40 | 440 | _ | From: | Dead End | | | NIA | | | NIA | | 44/00/0000 |
| 633) | 0.40 | 140 | R | | | | ī | NA | | | NA | | 11/06/2003 |
| | 0.40 | 222 | | From: | 98-790 | | | NIA | | | NIA | | 44/00/0000 |
| 633 633 | 0.10 | 220 | R | To: | 98-634 | | l | NA | | | NA | | 11/06/2003 |
| | | | | From- | 98-619 | | | | | | | | |
| 634) | 2.00 | 340 | R | <u></u> | 90-019 | | | NA | | | NA | | 11/06/2003 |
| 034) | | | | To: | 09 (0(| | i | | | | | | |
| 634) | 4.40 | 2700 | R | From: | 98-606 | [| | NA | | | NA | | 11/06/2003 |
| 034) | 1.10 | 2.00 | ••• | To: | FR-42 | | | | | | 1.0.1 | | 1 1/00/2000 |
| | | | | From: | Carroll County Line | | | | | | | | |
| 635) | 0.65 | 46 | R | | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: | Dead End | | | | | | | | |
| _ | | | | From: | Carroll County Line | | | | | | | | |
| 636) | 1.00 | 820 | R | | | | • | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | SR 69 SOUTH | | | | | | | | |
| 626 | 1.07 | 1100 | F | 97% | SR 69 NORTH 1% 0% 1% 1% | 0% | С | 0.086 | F | 0.529 | 1200 | F | 2003 |
| 636 | 1.07 | 1100 | • | To: | 98-619 | 070 | | 0.000 | | 0.020 | 1200 | | 2000 |
| | | | | From: | Carroll County Line | | | | | | | | |
| 637) | 1.40 | 30 | R | | curron county 2me | | | NA | | | NA | | 11/11/2003 |
| <u></u> | | | | To: | SR 100 | | | | | | | | |
| | | | | From: | Dead End | | | | | | | | |
| 638) | 0.10 | 110 | R | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: From: | 0.10 ME Dead End | | | | | | | | |
| 638) | 0.17 | 270 | R | 110111. | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: From: | 0.27 ME Dead End | | | | | | | | |
| 638) | 1.00 | 400 | R | From: | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | SR 94 | | | | | | | | |
| | | | | From: | 98-742 | | | | | | | | |
| 639 | 0.34 | 160 | R | | | | | NA | | | NA | | 11/06/2003 |
| | | | | From: | SR 94 | | | | | | | | |
| 639 | 0.17 | 120 | R | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | 0.17 MN SR 94 | | | | | | | | |
| 639 | 1.22 | 70 | R | round B | | | • | NA | | | NA | | 11/06/2003 |
| | | | | To: | Dead End | | | | | | | | |
| | | | | From: | SR 94 | | | | | | | | |
| 640 | 1.00 | 1500 | R | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | 98-643 | | | | | | | | |
| | | | | | | | | | | | | | |

| | | | | | V | Vytne Maintenand | ce Area | | | | | | | | |
|------------------|--------|------|---|--|-----|---------------------|---------|----|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tri 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 98-643 | | | | | | | | | |
| 640) | 1.00 | 430 | R | <u>_</u> | | 70-043 | | | | NA | | | NA | | 11/06/200 |
| 640 | 3.90 | 80 | R | From: | | 1.00 MN 98-64 | 3 | | | NA | | | NA | | 11/06/200 |
| | 2.26 | 270 | R | To- From: | | 98-720 | | | | NA | | | NA | | 11/06/200 |
| 640 | 2.20 | 210 | K | To: | | 00.606 | | 1 | | INA | | | INA | | 11/00/200 |
| 640 | 0.17 | 1900 | R | From: | | 98-696 | | | | NA | | | NA | | 11/06/200 |
| | | | | To: | | SCL Wythevill | e | | | | | | | | |
| | 1.00 | 20 | _ | From: | | Dead End | | | | NΙΔ | | | NIA | | 11/06/200 |
| 641) | 1.00 | 30 | R | To | | SR 94 | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | Dead End | | | | | | | | | |
| 642 | 0.70 | 140 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | 98-646 | | | | | | | | | |
| 642 | 1.10 | 80 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | 98-690 | | | | | | | | | |
| 642 Muel Hell Rd | 0.30 | 300 | F | 98% To: | 1% | 0% 0% 98-619 | 0% | 0% | С | 0.122 | F | 0.568 | 310 | F | 2003 |
| | | | | From: | | 98-619 EAST | | | | | | | | | |
| 642 | 1.00 | 150 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | 98-643 WEST | 1 | | | | | | | | |
| 642) | 0.70 | 80 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | 98-643 EAST | | | | | | | | | |
| 642 | 0.95 | 110 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | 2.05 | | _ | From: | | 98-768 | | | | | | | | | 44/00/000 |
| 642 | 0.95 | 90 | R | | | | | | | NA | | | NA | | 11/06/200 |
| | 2.20 | 220 | | From: | | 98-644 | | | | NΙΛ | | | NIA | | 11/06/200 |
| 642 | 2.30 | 220 | R | To: | | SR 94 | | | | NA | | | NA | | 11/06/200 |
| | | | | From: | | Dead End | | | | | | | | | |
| 643 | 1.90 | 40 | R | | | Doug Line | | | | NA | | | NA | | 11/06/200 |
| | | | | To: | | 98-642 WEST | | | | | | | | | |
| (42) | 0.60 | 100 | R | From: | | 98-642 EAST | | | | NA | | | NA | | 11/06/200 |
| 643) | 0.00 | 100 | • | To: | | 98-619 WEST | , | | | 147 (| | | 14/1 | | 11/00/200 |
| \bigcirc | 2.12 | | | From: | | 98-619 EAST | | | | | | | | | |
| 643 | 0.40 | 90 | R | | | | | | | NA | | | NA | | 11/06/2003 |
| | 0.20 | 400 | | From: | | 98-751 | | | | NΙΛ | | | NIA | | 11/06/2009 |
| 643 643 | 0.20 | 100 | R | _ | | | | | | NA | | | NA | | 11/06/2003 |
| | 3.40 | 690 | R | From: | | 98-645 | | | | NA | | | NA | | 11/06/200 |
| (643) | 3.40 | 030 | IX. | To: | | 98-640 | | | | INA | | | INA | | 11/00/200 |
| | | | | From: | | 98-642 | | | | | | | | | |
| 644) | 2.90 | 80 | R | <u>. </u> | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: From: | | 98-745 | | | | | | | | | |
| 644) | 0.70 | 220 | R | | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-601 | | | | | | | | | |
| | 0.70 | 70 | R | From: | | 98-646 | | | | NA | | | NA | | 11/06/2003 |
| 645) | 0.70 | 70 | ĸ | To: | | 98-643 | | | | INA | | | INA | | 11/00/200 |
| | | | | From: | | 98-619 WEST | 1 | | | | | | | | |
| 646 | 1.30 | 80 | R | <u> </u> | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | 98-690 WEST | • | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | |
|--------------|--------|------|-------|--------------|---------------------------------------|--------------|---------|-----------|
| Route | Length | AADT | QA | 4Tire | BusTruckTruck | OC OK | | Year |
| Wythe County | | | | From: | 98-690 EAST | | | |
| 646) | 1.80 | 90 | R | <u> </u> | 70-070 LAS1 | NA NA | NA 11/ | /06/2003 |
| | | | | To: From: | 98-642 |] | | |
| 646 | 1.40 | 120 | R | | | NA | NA 11/ | /06/2003 |
| | 0.70 | 440 | | From: | 98-645 |] | NIA 444 | 1001000 |
| 646 | 0.70 | 140 | R | То: | 98-619 EAST | NA 1 | NA 11/ | /06/2003 |
| | | | | From: | ECL Wytheville | | | |
| (647) | 1.39 | 330 | R | | EeDyaac.mo | NA | NA 10/ | /30/2003 |
| | | | | To: From: | 98-610 WEST | | | |
| 647) | 1.70 | 220 | R | | 98-610 EAST | I NA | NA 10/ | /30/200 |
| 047) | | | | То: | Dead End |] | | |
| | | | | From: | Dead End | | | |
| 648 | 0.30 | 60 | R | To: | 00.549 | NA 1 | NA 11/ | /06/2003 |
| | | | | | 98-643 | | | |
| 640 | 2.70 | 380 | R | From: | SECL Wytheville | I NA | NA 11/ | /06/2003 |
| 649 | 2.70 | 300 | | To: | 00.720 | 1 | 11/4 | 00/2000 |
| 649 | 0.80 | 1000 | R | From: | 98-720 | NA | NA 11/ | /06/2003 |
| 049 | | | | То: | FR-42 Gap Terminus | 1 | | |
| | 0.22 | 270 | | From- | FR-43 Gap Terminus | NIA | NA 10/ | 12012001 |
| 649 | 0.22 | 270 | R | . — | | NA 1 | NA 10/ | /30/2003 |
| | 0.06 | 270 | R | From: | 98-704 | NA | NA 10/ | /30/2003 |
| 649 | 0.00 | 210 | IX. | To: | Dead End | | NA 10/ | 30/2000 |
| | | | | From: | Dead End | | | |
| 650 | 0.93 | 100 | R | | | NA | NA 11/ | /14/2003 |
| | | | | From: | 98-773 | | | |
| 650 | 0.67 | 40 | R | _ | | NA 1 | NA 11/ | /14/2003 |
| | | | | To: | 98-684 | | | |
| (CEA) | 0.60 | 350 | R | From- | 98-669 | J NA | NA 11/ | /14/2003 |
| 651) | 0.00 | 330 | | To: | 98-625 | 1 | 11/4 | 14/2000 |
| (651) | 1.30 | 330 | R | From: | 98-023 | NA | NA 11/ | /14/2003 |
| (651) | | | | To | US 21 | 1 | | |
| 651) | 1.40 | 70 | R | From: | 0021 | NA NA | NA 11/ | /14/2003 |
| | | | | To- From: | 98-684 | | | |
| 651) | 1.40 | 80 | R | rioni. | | NA | NA 11/ | /14/2003 |
| | | | | To: | 98-690; 98-707 | | | |
| | 1.00 | 90 | R | From: | 98-667 Old Stage Rd | NA NA | NA 11/ | /14/2003 |
| 652 | 1.00 | 90 | K | . — | | 1NA 1 | INA III | 14/2003 |
| (0.50) | 1.00 | 40 | R | From: | 1.00 ME 98-667 | NA | NA 11/ | /14/2003 |
| 652 | 1.00 | .0 | • • • | To: | 98-653 | 1 | 10. | - 1,12000 |
| (652) | 1.40 | 90 | R | From: | 98-033 | NA | NA 11/ | /14/2003 |
| 652 | | | | To: | 98-654 | 1 | | |
| 652 | 0.60 | 340 | R | From: | , , , , , , , , , , , , , , , , , , , | NA NA | NA 11/ | /14/2003 |
| | | | | To: | US 21 | | | |
| \bigcirc | . == | | | From: | 98-654 | | | |
| 653 | 1.50 | 40 | R | - | | NA | NA 11/ | /14/2003 |
| | 0.60 | 00 | | To: From: | 98-652 NORTH |) NA | NIA 444 | /14/2001 |
| 653 | 0.60 | 90 | R | To: | 98-652 SOUTH | NA 1 | NA 11/ | /14/2003 |
| | | | | ı | , 0 002 500 TH | | | |

| | | | | | vv ytne iviaintenance Area | | | |
|-----------------|--------|------|-----|--------------|--|----------|-----------------|------------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail 2Trail | ()(: ()K | Dir AAWDT QW | Year |
| Wythe County | | | | From: | _ | | | |
| (E52) | 0.70 | 190 | R | FIOIII. | 98-652 SOUTH | NA | NA | 11/14/200 |
| 653 | 00 | | ••• | To | 98-690 | | | |
| | | | | From: | 98-652 | | | |
| 654) | 1.00 | 160 | R | | | NA | NA | 11/14/200 |
| | | | | To: From: | 98-653 | | | |
| 654) | 1.00 | 110 | R | | | NA | NA | 11/14/200 |
| | | | | To: From: | 1.00 MN 98-653 | | | |
| 654 | 1.10 | 210 | R | | | NA | NA | 11/14/200 |
| | | | | To: | 98-667 Old Stage Rd | | | |
| | 0.40 | 400 | _ | From: | 98-684 | NIA | NIA | 44/44/000 |
| 655) | 2.10 | 100 | R | To: | 98-667 Old Stage Rd | NA | NA | 11/14/200 |
| | | | | From: | | | | |
| (656) | 1.31 | 420 | R | | NCL Wytheville | NA | NA | 10/30/200 |
| 000 | 1.01 | 0 | ••• | To: | 98-600 | | 177 | 10/00/200 |
| | | | | From: | 98-600 | | | |
| (658) | 0.60 | 20 | R | | | NA | NA | 10/30/200 |
| | | | | To | Dead End | | | |
| | | | | From: | 98-661 | | | |
| 659 Rockdale Rd | 5.89 | 320 | R | | | NA | NA | 10/30/200 |
| | | | | To: | 98-603 NCL Wytheville | | | |
| \bigcirc | | | _ | From: | 98-661 | | | 40/00/000 |
| (660) | 0.70 | 820 | R | To: | 00 (50 P. 111 P. | NA | NA | 10/30/200 |
| | | | | | 98-659 Rockdale Rd | | | |
| | 1.10 | 210 | R | From: | NCL Wytheville | NA | NA | 10/30/200 |
| 661) | 1.10 | 210 | K | _ | | INA | IVA | 10/30/200 |
| | 0.50 | 140 | R | From: | 98-600 | NA | NA | 10/30/200 |
| 661) | 0.50 | 140 | K | | | INA | IVA | 10/30/200 |
| | 0.87 | 60 | R | From: | 98-659 Rockdale Rd | NA | NA | 10/30/200 |
| 661) | 0.67 | 00 | K | To: | 98-600 | INA | INA | 10/30/200 |
| | | | | From: | Dead End | | | |
| (662) | 0.40 | 60 | R | | Dead End | NA | NA | 10/30/200 |
| 002 | | | | To: | 98-664 | | | |
| | | | | From: | 98-667 Old Stage Rd | | | |
| (663) | 1.10 | 380 | R | - | | NA | NA | 10/30/200 |
| | | | | To: From: | US 11 WEST | | | |
| 600 | 0.42 | 110 | R | FIOII. | US 11 EAST | NA | NA | 10/30/200 |
| 663 | 0.42 | 110 | 1 | | 77. 40 | IN/A | NA | 10/30/200 |
| <u></u> | 0.56 | 30 | R | From: | FR-39 | NA | NA | 10/30/200 |
| 663) | 0.50 | 30 | IX. | To: | Dead End | INA | INA | 10/30/200 |
| | | | | From: | 98-666 | | | |
| 664) | 0.40 | 90 | R | <u> </u> | 70-000 | NA | NA | 10/30/200 |
| 001) | | | | To | 98-711 | | | |
| 664 | 4.30 | 440 | R | From: | 70-711 | NA | NA | 10/30/200 |
| | | | | Tn· | US 52 | | | |
| | | | | From: | 98-625 | | | |
| 665) | 0.76 | 50 | R | | | NA | NA | 11/14/200 |
| | | | | To: | 0.76 MW 98-625 | | | |
| 665 | 0.86 | 70 | R | riom. | | NA | NA | 11/14/200 |
| | | | | To: | 98-625 | | | |
| | | | | From: | 98-625 | | | |
| 666 | 1.00 | 160 | R | _ | | NA | NA | 11/04/2003 |
| | | | | To: | 98-667 EAST | | | |

| Route | Length | AADT | QA | 4Tire | Bus | Tru | ıck | | QC | K | QK | Dir | AAWDT | QW | Year |
|--------------------|--------|------|----|--------------|-----|---|--------|--------|----|--------|----|--------|-------|----|------------|
| Wythe County | | | | From: | | 2Axle 3+Axle | ııraıl | ∠ıraıl | | Factor | | Factor | | | |
| 666 | 1.60 | 210 | R | Tion. | | 98-667 WEST | | | | NA | | | NA | | 11/04/2003 |
| _ | 0.45 | 050 | | To: From: | | US 11 | | - | | NIA | | | NIA | | 44/04/000 |
| (666) | 0.15 | 350 | R | To | | 98-665 | | | | NA | | | NA | | 11/04/2003 |
| 666 | 0.28 | 190 | R | From: | | 76-003 | | | | NA | | | NA | | 11/04/2003 |
| | 0.70 | 400 | | To: From: | | 0.28 MN 98-665 | 5 | | | NIA | | | NIA | | 44/04/0000 |
| 666 | 0.70 | 190 | R | To | | 98-664 | | | | NA | | | NA | | 11/04/2003 |
| 666 | 1.29 | 160 | R | From: | | 76-004 | | | | NA | | | NA | | 11/04/2003 |
| | 0.15 | 70 | R | From: | | 1.30 MN 98-664 | 1 | • | | NA | | | NA | | 11/04/2003 |
| 666 | 0.13 | 70 | N. | To | | 1.44 MN 98-664 | 1 | | | INA | | | INA | | 11/04/200 |
| (666) | 0.21 | 70 | R | From: | | | • | | | NA | | | NA | | 11/04/2003 |
| | | | | To: From: | | 98-680 | | | | | | | | | |
| (667) | 0.80 | 500 | R | | | US 11 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: From: | | 98-625 West 98-625 East | | | | | | | | | |
| (667) Old Stage Rd | 1.30 | 260 | G | 97% | 0% | 3% 0% | 0% | 0% | F | NA | | | 260 | G | 2003 |
| (667) Old Stage Rd | 1.50 | 440 | G | From: 97% | 0% | 98-652 3 % 0 % | 0% | 0% | F | NA | | | 450 | G | 2003 |
| 667) Old Glage Nd | 1.50 | | | To | 070 | 98-663 | 070 | | | IVA | | | 430 | | 2000 |
| 667) Old Stage Rd | 1.30 | 680 | F | 97% | 0% | 3% 0% | 0% | 0% | С | 0.107 | F | 0.592 | 700 | F | 2003 |
| (667) Old Stage Rd | 0.80 | 790 | F | From: 97% | 0% | 98-654 3 % 0 % | 0% | 0% | F | 0.117 | F | 0.651 | 810 | F | 2003 |
| | | | | To: From: | | 98-655 | | | | | | | | | |
| (667) | 0.60 | 960 | F | 97% | 0% | 3% 0% | 0% | 0% | F | 0.11 | F | 0.641 | 980 | F | 2003 |
| | | | | To: | | WCL Wythevill | e | | | | | | | | |
| (668) | 1.70 | 160 | F | 98% | 1% | 0% 0% | 0% | 0% | С | 0.122 | F | 0.636 | 170 | F | 2003 |
| | | | | To: | | 98-625 | | | | | | | | | |
| (669) | 0.30 | 60 | R | From: | | 98-670 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To- | | 98-708 | | | | | | | | | |
| 669 | 0.30 | 120 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| 660 | 2.70 | 320 | R | From: | | 98-709 | | | | NA | | | NA | | 11/04/2003 |
| 669 | | | | To: From: | | 98-668 | | | | | | | | | |
| 669 | 0.30 | 400 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.112 | F | 0.667 | 420 | F | 2003 |
| | | | | To: From: | | 98-674 SOUTH 98-674 NORTH | | | | | | | | | |
| 669 | 0.70 | 50 | R | т | | 00.500 | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | 98-699 98-616 | | | | | | | | | |
| 670 | 1.10 | 70 | R | | | 70 010 | | | | NA | | | NA | | 11/04/2003 |
| | 0.20 | 220 | R | From: | | 98-615 NORTH | [| | | NA | | | NA | | 11/04/2003 |
| <u>(670)</u> | 0.20 | 230 | rt | To: | | 98-615 SOUTH | | | | INA | | | INA | | 11/04/2003 |
| (670) | 2.73 | 460 | R | From: | | 90-013 SOUTH | | | | NA | | | NA | _ | 11/04/2003 |
| | | 450 | | To- From: | | 98-749 Cedar Spring | s Rd | | | | | | | | 441041222 |
| 670 | 0.40 | 170 | R | To: | | 98-673 EAST | | | | NA | | | NA | | 11/04/2003 |
| | | | | | | , | | | | | | | | | |

| | | | | | ۷۷ | ythe Maintenance | Area | | | | | | | | |
|-----------------------|--------|------|---|--------------|-----|-----------------------|------|----|------|-------------|----|---------------|-------|----|-----------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truc 2Axle 3+Axle | | | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 98-673 EAST | | | | | | | | | |
| 670 | 0.90 | 90 | R | | | 98-0/3 EAS1 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: From: | | 98-671 | | | | | | | | | |
| 670 | 2.20 | 90 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| 670 | 0.30 | 90 | R | From: | | 98-669 | | • | | NA | | | NA | | 11/04/2003 |
| | 2.10 | 80 | R | From: | | 98-672 | | | | NA | | | NA | | 11/04/2003 |
| 670 | 2.10 | 00 | ĸ | To | | 98-625 | | | | INA | | | INA | | 11/04/2003 |
| 670 | 0.90 | 80 | R | From: | | | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | US 21 | | | | | | | | | |
| \bigcirc | 1 10 | 242 | | From: | | 98-612 | | | | | | | | | 4.4.10.4.10.000 |
| 671) | 1.10 | 210 | R | To: | | 00.540.0.1.0.: | D.I. | | | NA | | | NA | | 11/04/2003 |
| 671) | 1.50 | 40 | R | From: | | 98-749 Cedar Springs | Rd | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | 98-670 | | | | | | | | | |
| | | | | From: | | 98-749 Cedar Springs | Rd | | | | | | | | |
| 672 | 0.70 | 70 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| | 4.00 | | _ | From: | | 98-625 | | | | | | | | | 44/04/0000 |
| 672 | 1.80 | 70 | R | To: | | 98-670 | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | | D.J. | | | | | | | | |
| (672) | 1.30 | 40 | R | 110111. | | 98-749 Cedar Springs | ка | | | NA | | | NA | | 11/04/2003 |
| 673 | 1.00 | | • | To: | | 98-670 EAST | | | | 147 (| | | 147 (| | 11/04/2000 |
| | | | | From: | | 98-670 WEST | | | | | | | | | |
| 673 | 2.30 | 130 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| | 4.00 | 440 | | From: | | 98-708 | | | | NIA | | | NIA | | 44/04/2002 |
| 673 | 1.60 | 410 | R | To: | | 98-674 WEST | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | 98-674 EAST | | | | | | | | | |
| 673 | 1.90 | 180 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | 98-675 | | | | | | | | | |
| | 4.70 | | _ | From: | | 98-625; 98-690 | | | | | | | | | 4.4/0.4/0000 |
| 674) | 1.70 | 260 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| (674) | 1.20 | 570 | F | From: 98% | 0% | 98-669 SOUTH 0% 0% | 1% | 0% | F | 0.101 | F | 0.590 | 580 | F | 2003 |
| 674) | 1.20 | 3/0 | • | JO 70 | 070 | 98-709 | 170 | | ' | 0.101 | ' | 0.550 | 300 | ' | 2000 |
| 674) | 2.18 | 910 | F | From: 98% | 0% | 0% 0% | 1% | 0% | С | 0.091 | F | 0.671 | 930 | F | 2003 |
| 074) | | | | To: | | SCL Rural Retreat | | | | | - | | | - | |
| Town of Rural Retreat | | | | | | | | | | | | | | | |
| | | | _ | From: | | SCL Rural Retreat | | | | | _ | | | | |
| 674) | 0.42 | 280 | F | 98% | 0% | 0% 0% | 1% | 0% | F | 0.131 | F | 0.542 | 290 | F | 2003 |
| | | | | From: | | 98-616 SOUTH | | | | | | | | | |
| 674) | 0.21 | 610 | F | 98% | 0% | 0% 0% | 1% | 0% | F | 0.163 | F | 0.739 | 630 | F | 2003 |
| | 0.40 | 200 | _ | From: | | 98-675 | | | | NIA | | | NIA | | 44/04/2002 |
| 674) | 0.16 | 320 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| | 0.44 | 200 | _ | From: | | 98-1110 | | | | NIA. | | | NIA | | 44/04/0000 |
| 674) | 0.11 | 320 | R | To: | | NCL Rural Retrea | t. | | | NA | | | NA | | 11/04/2003 |
| W-th-Ct | | | | | | TICL Rurai Rettea | | | | | | | | | |
| Wythe County | | | | From: | | NCL Rural Retrea | t | 1 | | | | | | | |
| 674) | 0.10 | 320 | N | _ | | | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | Dead End | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | W | ythe Maintenance | Area | | | | | | | | |
|-----------------------|--------|------|----|--------------|-----|------------------------------|------|----|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truc 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | D. IF I | | | | | | | | | |
| 675) | 0.30 | 40 | R | | | Dead End | | | | NA | | | NA | | 11/04/2003 |
| Chinquenin Ave | 0.49 | 980 | F | From: 95% | 4% | US 11 1% 0% | 1% | 0% | F | 0.101 | F | 0.509 | 1000 | F | 2003 |
| 675) Chinquapin Ave | 0.49 | 300 | | 93 70 To: | 470 | WCL Rural Retrea | | 0% | Г | 0.101 | F | 0.509 | 1000 | Г | 2003 |
| Town of Rural Retreat | | | | From: | | WCL Rural Retrea | t | 1 | | | | | | | |
| 675) | 0.15 | 980 | N | 95% | 4% | 1% 0% | 1% | 0% | N | 0.101 | N | 0.509 | 1000 | N | 2003 |
| 675) Chinquapin Ave | 0.49 | 1400 | F | From: 95% | 4% | 98-1114 1% 0% | 1% | 0% | F | 0.098 | F | 0.507 | 1400 | F | 2003 |
| 675) Buck St | 0.07 | 370 | F | From: 95% | 4% | 98-1111 Church St | 1% | 0% | F | 0.125 | F | 0.525 | 380 | F | 2003 |
| 073) - 3311 - 31 | | | | To | .,. | SR 90 Main St | | | - | | | | | | |
| 675) | 0.23 | 1400 | F | 95% | 4% | 1% 0% | 1% | 0% | С | 0.149 | F | 0.558 | 1400 | F | 2003 |
| 675) | 0.23 | 1400 | R | From: | | 98-674 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | ECL Rural Retreat | t | | | | | | | | |
| Wythe County | | | | From: | | ECL Rural Retreat | t | 1 | | | | | | | |
| 675) | 2.47 | 540 | R | То: | | 98-699 | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | 98-616 | | | | | | | | | |
| 676 | 0.60 | 60 | R | | | | | | | NA | | | NA | | 11/04/2003 |
| 676) | 0.50 | 40 | R | From: | | 0.60 MN 98-616 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: | | US 11 | | | | | | | | | |
| 677) | 0.50 | 470 | R | From: | | 98-670 | | | | NA | | | NA | | 11/04/2003 |
| | | | | To: From: | | 98-778 | | - | | | | | | | |
| 677) | 1.60 | 470 | R | To: | | 00 740 COLITII | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | 98-749 SOUTH 98-749 NORTH | | | | | | | | | |
| 677 | 1.10 | 130 | R | To: | | 98-674 | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | SR 94 | | 1 | | | | | | | |
| 678) | 0.53 | 90 | R | To: | | SR 94 | | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | 98-680 | | | | | | | | | |
| 679 | 1.44 | 370 | R | To: | | FR-38; 98-729 | | | | NA | | | NA | | 11/04/2003 |
| | | | | From: | | I-81; SR 90 | | | | | | | | | |
| 680 | 0.04 | 1800 | F | 94% | 1% | 2% 3% | 1% | 0% | С | 0.096 | F | 0.543 | 1900 | F | 2003 |
| (680) | 0.09 | 1400 | F | From: 92% | 0% | 98-679 1% 1% | 5% | 0% | С | 0.101 | F | 0.574 | 1500 | F | 2003 |
| | | | | To: From: | | 98-617 SOUTH | | - | | | | | | | |
| 680 | 0.43 | 1100 | F | 92% | 0% | 1% 1% | 5% | 0% | F | 0.095 | F | 0.569 | 1100 | F | 2003 |
| 680 | 1.80 | 470 | F | 92% | 0% | 98-617 WEST 1% 1% | 5% | 0% | F | 0.099 | F | 0.581 | 480 | F | 2003 |
| 680 | 2.75 | 330 | F | From: 92% | 0% | 98-625 WEST 1% 1% | 5% | 0% | F | 0.104 | F | 0.6 | 340 | F | 2003 |
| | | | | To: From: | | 98-666 | | | | | | | | | |
| (680) | 2.27 | 340 | F | 92% | 0% | 1% 1% US 52 | 5% | 0% | F | 0.105 | F | 0.537 | 350 | F | 2003 |
| | | | | | | 0.5.32 | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | | | | |
|-----------------------|--------|------|-----|--------------|--|--|------------|------------------|-------|----|------------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()(: | K actor | QK Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | Dead End | 1 | | | | | |
| 681) | 0.80 | 70 | R | | Deut End | _ | NA | | NA | | 11/04/200 |
| | | | | To: From: | 0.80 MS Dead End | 1 | | | | | |
| (681) | 0.02 | 70 | R | FIOIII. | | _ | NA | | NA | | 11/04/200 |
| | | | | Tn· | 98-680 | | | | | | |
| \bigcirc | 4.00 | | | From: | US 11 | J | | | | | 4.4/0.4/0.00 |
| (682) | 1.00 | 320 | R | To | 98-617 | 1 | NA | | NA | | 11/04/200 |
| | | | | From: | 98-682 | <u> </u> | | | | | |
| 683) | 1.20 | 40 | R | | 76-002 | . | NA | | NA | | 11/04/200 |
| | | | | To: | 98-617 | | | | | | |
| | | | | From: | US 21 SW | | | | | | |
| 684) | 0.79 | 180 | R | | | 1 | NA | | NA | | 11/14/200 |
| | | | | From: | Dead End; Gap Terminus US 21 S; Gap Terminus | | | | | | |
| 684) | 2.00 | 100 | R | | Co 21 b, Cup 10 minut | | NA | | NA | | 11/14/200 |
| | | | | To: | 98-651 | 1 | | | | | |
| 684) | 1.60 | 70 | R | From: | | _ | NA | | NA | | 11/14/200 |
| | | | | To: From: | 98-690 | | | | | | |
| 684) | 3.50 | 230 | R | FIOIII. | | _ | NA | | NA | | 11/14/2003 |
| | | | | To: From: | US 21 S MID | | | | | | |
| 694 | 1.00 | 170 | R | | US 21 N MID | J | NA | | NA | | 11/14/200 |
| 684) | | | | To: | US 21 N | 1 | | | | | |
| | 4.40 | 440 | _ | From: | US 21 NE |] | | | | | 44/44/000 |
| 684 | 1.16 | 140 | R | | | _ | NA | | NA | | 11/14/200 |
| $\overline{}$ | 0.00 | 20 | | From: | 1.16 MN US 21 | | NI A | | NIA | | 44/44/2009 |
| 684) | 0.33 | 30 | R | To: | Dead End | 1 | NA | | NA | | 11/14/2003 |
| | | | | From: | Dead End | <u>. </u> | | | | | |
| (685) | 0.80 | 220 | R | | Dead End | | NA | | NA | | 11/06/200 |
| | | | | To: | 98-634 | 1 | | | | | |
| | | | | From: | Dead End | | | | | | |
| (686) | 1.30 | 220 | R | To: | | 1 | NA | | NA | | 11/16/2000 |
| | | | | | US 52 | <u> </u> | | | | | |
| 697 | 0.32 | 60 | R | From: | SR 94 | J | NA | | NA | | 11/11/2003 |
| (687) | 0.02 | • | ••• | To: | SR 94 | 1 | . •. | | 101 | | 11/11/2000 |
| | | | | From: | SR 100 | | | | | | |
| 688 | 2.50 | 90 | R | | | _ | NA | | NA | | 11/11/2003 |
| | | | | To: | Pulaski County Line | | | | | | |
| \bigcirc | | | | From: | 98-615 |] | | | | | 4.4.4.0.40.00.00 |
| 689 | 0.50 | 220 | R | To: | 98-616 | 1 | NA | | NA | | 11/13/2000 |
| | | | | From: | 98-625-N; 98-674 | I | | | | | |
| 690 | 0.57 | 140 | R | | 98-023-IN, 98-074 |] | NA | | NA | | 11/14/2003 |
| 030) | | | | To: | 98-625 MID | | | | | | |
| Crockett Bd | 1.04 | 460 | _ | From: | 98-625 SOUTH |] | 134 | E 0.520 | 470 | _ | 2002 |
| 690 Crockett Rd | 1.94 | 460 | F | 98% | 1% 1% 0% 0% 0% | F 0 | .134 | F 0.530 | 470 | F | 2003 |
| 690) Cripple Creek Rd | 1.68 | 1000 | F | From: 98% | US 21 1% 1% 0% 0% 0% | C 0 | .094 | F 0.708 | 1100 | F | 2003 |
| 690) Cripple Creek Rd | 1.00 | 1000 | г | JU70 | | - C 0 | .034 | 1 0.700 | 1 100 | ı | 2003 |
| 690) Cripple Creek Rd | 0.56 | 920 | F | From: 98% | 98-684 1% 1% 0% 0% 0% | F 0 | .099 | F 0.672 | 950 | F | 2003 |
| 690) Cripple Creek Rd | 0.50 | 320 | r | 30 /0 T. | | , U | .033 | 1 0.072 | 930 | I. | 2003 |
| 690 | 4.40 | 730 | F | From: 98% | 98-602 WEST 1% 1% 0% 0% 0% | F 0 | .098 | F 0.004 | 750 | _ | 0000 |
| (600) | 1.42 | 7.50 | | 90-70 | 170 170 1170 1170 1170 | | ()98 | F 0.621 | 750 | F | 2003 |

| | | | | | V۱ | ythe Maintenance Area | | | | | | | | |
|--------------|--------|------|----|-------|-----|---------------------------|--------|----|-------------|----|---------------|-------|----|-------------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 00 (02 EACT | | | | | | | | |
| (690) | 3.32 | 420 | F | 98% | 1% | 98-602 EAST 1% 0% 0% | 0% | F | 0.105 | F | 0.564 | 430 | F | 2003 |
| 030 | | | | To: | | 98-642 Muel Hell Rd | | | | | | | | |
| | | | | From: | | 98-670 | | | | | | | | |
| 691) | 1.20 | 60 | R | | | | | | NA | | | NA | | 11/14/2003 |
| | | | | From: | | 1.20 ME 98-670 | | | | | | | | |
| 691) | 0.20 | 60 | R | To: | | 98-749 Cedar Springs Rd | | | NA | | | NA | | 12/14/2000 |
| | | | | From: | | Dead End | 1 | | | | | | | |
| 692 | 0.90 | 40 | R | | | Dead End | | | NA | | | NA | | 11/14/2003 |
| 002 | | | | To: | | 98-749 Cedar Springs Rd | | | | | | | | |
| | | | | From: | | US 11 | | | | | | | | |
| 693) | 0.23 | 40 | R | | | | | | NA | | | NA | | 11/14/2003 |
| | | | | To: | | 98-666 | | | | | | | | |
| | 1.00 | 450 | R | From: | | SR 94 | | | NA | | | NA | | 12/11/2000 |
| 694) | 1.00 | 430 | K | To: | | Dead End | | | INA | | | INA | | 12/11/2000 |
| | | | | From: | | Dead End | i | | | | | | | |
| 695) | 0.36 | 50 | R | | | | | | NA | | | NA | | 11/14/2003 |
| | | | | To: | | 98-616 | | | | | | | | |
| \bigcirc | | | | From: | | US 21 | | | | | | | | |
| 696 | 2.83 | 180 | R | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | From: | | 98-640 | | | | | | | | 4.4.10.0.10.0.0.0 |
| 696 | 0.08 | 30 | R | To: | | Dead End | 1 | | NA | | | NA | | 11/30/2000 |
| | | | | From: | | | | | | | | | | |
| (697) | 0.55 | 30 | R | | | FR-44 | | | NA | | | NA | | 11/27/2000 |
| 097) | | | | To: | | FR-44 | | | | | | | | |
| | | | | From: | | 98-627 | | | | | | | | |
| 698) | 0.50 | 160 | R | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | From: | | 98-731 | - | | | | | | | |
| 698 | 0.50 | 40 | R | | | | | | NA | | | NA | | 11/06/2003 |
| | | | | To: | | Dead End | | | | | | | | |
| (699) | 1.20 | 90 | R | From: | | 98-674 | | | NA | | | NA | | 12/14/2000 |
| (699) | 1.20 | | | т | | 20.000 | 1 | | 14/ (| | | 147 (| | 12/14/2000 |
| 600 | 1.00 | 130 | R | From: | | 98-669 | | | NA | | | NA | | 11/14/2003 |
| 699 | | | | To: | | 98-675 | | | | | | | | |
| 699 | 1.90 | 290 | R | From: | | 96-073 | | | NA | | | NA | | 12/14/2000 |
| 699 | | | | To: | | 98-667 Old Stage Rd | | | | | | | | |
| | | | | From: | | US 52 | | | | | | | | |
| 700 | 1.30 | 150 | R | _ | | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: | | Dead End | | | | | | | | |
| | 1.20 | 40 | R | From: | | Dead End | | | NA | | | NA | | 10/30/2003 |
| 701) | 1.20 | 40 | IX | To: | | Pulaski County Line | | | INA | | | INA | | 10/30/2000 |
| | | | | From: | | FR-44 | | | | | | | | |
| 702 | 0.90 | 240 | R | | | | | | NA | | | NA | | 11/27/2000 |
| | | | | To: | | Dead End | | | | | | | | |
| | | _ | _ | From: | | 98-608 | | | | | | | | |
| 703 | 0.53 | 70 | R | To: | | De-151 | | | NA | | | NA | | 11/06/2003 |
| | | | | From: | | Dead End | | | | | | | | |
| (704) | 0.60 | 8 | R | | | 98-649 | | | NA | | | NA | | 10/30/2003 |
| 704) | | | | To | | Dead End | | | | | | | | |
| · · · | | | | | | _ | | | | | | | | • |

| | | | | | Wythe Maintenance Area | | | |
|----------------|--------|------|-----|------------|-----------------------------------|------------------------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC K QK Dir Factor Factor | AAWDT QW | Year |
| Wythe County | | | | From: | 98-617 | | | |
| (706) | 0.10 | 20 | R | | 70 017 | NA | NA | 11/04/2003 |
| | | | | To: | Dead End | | | |
| \bigcirc | | | | From: | 98-619 | | | |
| 707) | 3.30 | 60 | R | To: | 09 (51, 09 (00 | NA 1 | NA | 11/14/200 |
| | | | | From: | 98-651; 98-690 | | | |
| (708) | 1.20 | 80 | R | 110 | 98-669 | I NA | NA | 11/14/200 |
| (700) | 1.20 | 00 | ••• | To: | 98-673 | | | 111111200 |
| | | | | From: | 98-669 | | | |
| (709) | 2.60 | 120 | R | | | NA | NA | 11/14/200 |
| | | | | To: | 98-674 | | | |
| | | | | From: | 98-664 | | | |
| (711) | 0.70 | 20 | R | | | NA I | NA | 10/30/200 |
| | | | | To: | Dead End | | | |
| | 7.40 | 220 | ь. | From: | 98-610 | NIA | NIA | 10/20/200 |
| 712 | 7.40 | 320 | R | To: | Pulaski County Line | NA I | NA | 10/30/200 |
| D. L. L. C. | | | | | Tulaski County Ellic | | | |
| Pulaski County | | | | From: | Pulaski County Line | | | |
| (712) | 0.05 | 20 | R | | | NA | NA | 10/30/200 |
| | | | | To: | Dead End | | | |
| Wythe County | | | | | | | | |
| | 0.75 | 00 | R | From: | Dead End | NIA | NIA | 10/20/200 |
| (713) | 0.75 | 90 | ĸ | To: | 98-614 | NA I | NA | 10/30/200 |
| | | | | From: | Dead End | | | |
| (714) | 0.58 | 40 | R | <u> </u> | Dead End | I NA | NA | 11/06/200 |
| (714) | 0.00 | | ••• | To | 09.720 | 1 | | |
| (714) | 0.17 | 90 | R | From: | 98-739 | NA | NA | 11/06/200 |
| (714) | 0.17 | • | ••• | To: | 98-643 | | | 11/00/200 |
| | | | | From: | 98-680 | | | |
| (715) | 0.90 | 70 | R | <u> </u> | 7,7,000 | NA | NA | 10/30/200 |
| | | | | To: | Dead End | | | |
| | | | | From: | 98-610 | | | |
| 716 | 0.50 | 60 | R | | | NA NA | NA | 11/27/200 |
| | | | | To: | Dead End | | | |
| | 4.00 | 0.40 | _ | From: | US 52 | 0 0405 5 0007 | 050 5 | 0000 |
| 717 | 4.33 | 240 | F | 95% To: | 0% 2% 0% 2% 0% Wythe County Line | C 0.105 F 0.667 | 250 F | 2003 |
| | | | | From: | | | | |
| 740 | 0.37 | 20 | R | Tiom. | SR 100 | I NA | NA | 11/06/200 |
| 718 | 0.07 | | ••• | To | 98-607 |] | | 117007200 |
| | | | | From: | SR 69 | | | |
| 719 | 0.45 | 250 | R | | Sit 0) | NA | NA | 12/04/200 |
| | | | | To: | US 52 | | | |
| | | | | From: | 98-640 | | | |
| 720 | 0.40 | 140 | R | | | NA | NA | 11/06/200 |
| | | | | To: | 0.40 MN 98-640 | | | |
| 720 | 1.45 | 320 | R | | | NA | NA | 11/30/200 |
| | | | | To: | 98-649 | | | |
| | | | | From: | Dead End | | | |
| 721) | 0.67 | 40 | R | | | NA I | NA | 11/14/200 |
| | | | | To: | 98-779 | | | |
| | 0.07 | 40 | _ | From: | Dead End | N. A | NIA | 44/44/000 |
| 722 | 0.67 | 48 | R | To: | 98-615 | NA I | NA | 11/14/200 |
| | | | | - | 70-013 | | | |

| | | | | | wythe Maintenance Area | | | |
|-----------------------|----------|-------------|------|----------|-------------------------------------|----------|------------------------|------------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail 2Trail | OC OK | Dir Factor AAWDT QW | Year |
| Town of Rural Retreat | | | | From: | | | | |
| (723) | 0.38 | 560 | R | | 98-749 Cedar Springs Rd | NA NA | NA | 11/14/2003 |
| | | | | To | 98-674 | | | |
| Wythe County | | | | From: | Dead End | | | |
| (724) | 0.18 | NA | | | Detti Enti | NA | NA | |
| <u> </u> | | | | From: | 0.18 MW Dead End | | | |
| (724) | 0.12 | 20 | R | To: | 98-614 | NA I | NA | 10/30/2003 |
| Town of Rural Retreat | | | | | 96-014 | | | |
| | | | _ | From: | SR 90 | | | |
| (725) | 0.23 | 460 | R | To: | 98-674 | NA I | NA | 11/13/2000 |
| Wythe County | | | | | 70-074 | | | |
| | | | _ | From: | Dead End | | | |
| (726) | 1.33 | 120 | R | | | NA | NA | 10/30/2003 |
| (700) | 2.10 | 170 | R | From: | 1.33 ME Dead End | NA | NA | 10/30/2003 |
| (726) | 2.10 | 170 | | To: | FR-44 | IVA | IVA | 10/30/2003 |
| Town of Rural Retreat | | | | • | | | | |
| (707) | 0.13 | 190 | R | From: | Dead End | NA NA | NA | 11/13/2000 |
| (727) | 0.13 | 130 | | To | 98-675 | INA | INA | 11/13/2000 |
| Wythe County | | | | | | | | |
| (700) | 0.60 | 60 | R | From: | 98-749 Cedar Springs Rd | NA | NA | 11/14/2003 |
| (728) | 0.00 | | | To: | Dead End | 14/ (| 14/1 | 11/14/2000 |
| | | | | From: | FR-38; 98-679 | | | |
| 729 | 0.95 | 70 | R | To: | Dead End | NA I | NA | 11/14/2003 |
| | | | | From: | SR 94 | | | |
| (730) | 0.25 | 90 | R | <u> </u> | UK 74 | NA | NA | 11/11/2003 |
| | | | | To: | Dead End | | | |
| | 0.45 | 46 | R | From: | Dead End | NA | NA | 11/11/2003 |
| 731) | 0.43 | 40 | K | To: | 98-698 | INA. | IVA | 11/11/2003 |
| | | | | From: | 0.12 MS 98-742 | | | |
| (732) | 0.12 | 60 | R | | | NA | NA | 11/11/2003 |
| | 0.45 | 40 | | From: | 98-742 | NA. | NIA. | 40/44/0000 |
| 732 | 0.15 | 48 | R | To: | Dead End | NA I | NA | 12/11/2000 |
| | | | | From: | 98-742 | | | |
| 733 | 0.07 | 60 | R | - | | NA | NA | 11/11/2003 |
| | | | | From: | 0.07 ME 98-742 | | | |
| (733) | 0.03 | 60 | R | | | NA | NA | 11/11/2003 |
| | 0.08 | 40 | R | From: | 98-732 | NA | NA | 12/11/2000 |
| 733 | <u> </u> | | - 11 | To: | 98-744 | 14/7 | 14/7 | |
| | | | | From: | Dead End | | | |
| 734) | 0.11 | 20 | R | To: | 00 740 C-J C ' P 1 | NA I | NA | 12/14/2000 |
| | | | | From: | 98-749 Cedar Springs Rd 98-617 | | | |
| 735 | 1.30 | 520 | R | <u> </u> | 70-01 / | NA NA | NA | 11/04/2003 |
| | | | | To: | Dead End | | | |
| | 0.57 | 400 | | From: | US 52 SOUTH | NIA | NIA. | 11/20/2022 |
| 736 | 0.57 | 420 | R | To: | US 52 NORTH | NA I | NA | 11/30/2000 |
| - | | | | 1 | | | | |

| | | | | | | ythe Maintenanc | e Area | | | | | | | | |
|-----------------------|--------|------|----|----------|-----|---------------------|---------------|--------|------|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | ıck 1Trail | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | US 11 | | | | | | | | | |
| (737) | 0.13 | 20 | R | | | 0311 | | | | NA | | | NA | | 11/14/2003 |
| (101) | | | | To | | Dead End | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 738 | 0.30 | 60 | R | _ | | | | | • | NA | | | NA | | 11/14/2003 |
| | | | | To: | | 98-619 | | | | | | | | | |
| | 0.00 | 50 | _ | From: | | Dead End | | | | N 10 | | | NIA | | 44/44/000 |
| 739 | 0.60 | 50 | R | To: | | 98-714 | | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | Dead End | | | | | | | | | |
| 740 | 0.34 | 20 | R | | | Dead End | | | | NA | | | NA | | 11/14/2003 |
| (140) | | - | | To | | 0.34 MN Dead E | nd | | | | | | | | |
| 740 | 0.21 | 70 | R | From: | | 0.34 MIN Dead El | iiu | | | NA | | | NA | | 11/14/2003 |
| 740 | ·· | | •• | To: | | 98-602 | | | | | | | | | |
| | | | | From: | | SR 94 | | | | | | | | | |
| (741) | 0.26 | 20 | R | | | | | | ı | NA | | | NA | | 11/11/2003 |
| | | | | To: | | SR 94 | | | | | | | | | |
| _ | | | | From: | | SR 94 SOUTH | | | | | | | | | |
| 742 | 1.98 | 530 | R | | | | | | ī | NA | | | NA | | 12/11/2000 |
| | | | | To: | | SR 94 NORTH | | | | | | | | | |
| | 2.42 | | _ | From: | | SR 94 | | | | | | | | | 101111000 |
| 743) | 0.10 | 70 | R | To: | | 00.764 | | 1 | l | NA | | | NA | | 12/11/2000 |
| | | | | From: | | 98-764 | | | | | | | | | |
| 740 | 0.07 | 440 | R | Tiom. | | 98-742 | | | | NA | | | NA | | 12/11/2000 |
| 744) | 0.07 | 770 | 1 | To: | | SR 94 | | | | 14/3 | | | IVA | | 12/11/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 745) | 0.16 | 50 | R | <u> </u> | | Doug End | | | | NA | | | NA | | 11/11/2003 |
| 9 | | | | To: | | 98-644 | | | | | | | | | |
| | | | | From: | | US 11 | | | | | | | | | |
| 746 | 0.13 | 20 | R | | | | | | • | NA | | | NA | | 11/14/2003 |
| | | | | To: | | Dead End | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 748 | 0.55 | 120 | R | | | | | | _ | NA | | | NA | | 11/11/2003 |
| | | | _ | From: | | 98-765 | | | | | | | | | |
| (748) | 0.05 | 360 | R | To: | | 09.642 | | | Ì | NA | | | NA | | 12/11/2000 |
| | | | | 10. | | 98-643 | | | | | | | | | |
| Town of Rural Retreat | | | | From: | | SR 90 | | | | | | | | | |
| 749 | 0.06 | 5500 | F | 98% | 1% | 1% 0% | 1% | 0% | F | 0.087 | F | 0.598 | 5600 | F | 2003 |
| | | | | To | | 98-1101 | | | | | | | | | |
| 749 | 0.21 | 3800 | F | 98% | 1% | 1% 0% | 1% | 0% | С | 0.097 | F | 0.670 | 3900 | F | 2003 |
| | | | | To | | 98-615 | | | | | | | | | |
| 749 | 0.17 | 3100 | F | 98% | 1% | 1% 0% | 1% | 0% | F | 0.099 | F | 0.613 | 3100 | F | 2003 |
| 149 | | | | To: | | 98-1112 | | | | | | | | | |
| (749) | 0.03 | 2200 | F | 98% | 1% | 1% 0% | 1% | 0% | F | 0.104 | F | 0.663 | 2300 | F | 2003 |
| (149) | | | | To: | | SCL Rural Retrea | | | | | | | | | |
| Wythe County | | | | | | | | | | | | | | | |
| | | | | From: | | SCL Rural Retrea | | | | • • • | | | | | |
| (749) | 1.09 | 2200 | N | 98% | 1% | 1% 0% | 1% | 0% | N | 0.104 | Ν | 0.663 | 2300 | N | 2003 |
| <u> </u> | | _ | | From: | | 98-677 SOUTH | | | | | | _ | | | |
| (749) | 3.15 | 1500 | F | 98% | 1% | 1% 0% | 1% | 0% | F | 0.105 | F | 0.678 | 1600 | F | 2003 |
| | | | | To: | | Smyth County Lin | ne | | | | | | | | |

| | | | | | W | ythe Maintenand | ce Area | | | | | | | | |
|------------------------|--------|------|----|--------------|-----|---|---------------|--------|------|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tri 2Axle 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Smyth County | | | | | | | | ZIIGII | | 1 40101 | | 1 40101 | | | |
| 749 | 0.15 | 1500 | N | 98% Ta- | 1% | Wythe County L 1% 0% 86-614 Smyth Count | 1% | 0% | N | 0.105 | N | 0.678 | 1600 | N | 2003 |
| Wythe County | | | | | | • | | | | | | | | | |
| 749 Cedar Springs Rd | 5.13 | 580 | F | 96% | 1% | 86-614 Smyth Count 2% 1% | ty Line 1% | 0% | F | 0.114 | F | 0.572 | 600 | F | 2003 |
| 749 Cedar Springs Rd | 0.77 | 600 | F | 96% | 1% | 98-672 2% 1% | 1% | 0% | F | 0.11 | F | 0.62 | 610 | F | 2003 |
| (749) Cedar Springs Rd | 1.39 | 990 | F | 96% To: | 1% | 98-612 2% 1% US 21 | 1% | 0% | С | 0.098 | F | 0.524 | 1000 | F | 2003 |
| (750) | 0.65 | 470 | R | From: | | Dead End | | | | NA | | | NA | | 10/30/2003 |
| | | | | Tn· | | SR 121 | | | | | | | | | |
| (751) | 0.30 | 70 | R | From: | | Dead End 98-643 Gap Term | inuc | | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | SR 94 Gap Termi | | | | | | | | | |
| 751) | 0.95 | 120 | R | To: | | Dead End | | 1 | | NA | | | NA | | 11/11/2003 |
| | | | | From: | | 98-619 | | | | | | | | | |
| 752 | 0.80 | 30 | R | To: | | Dead End | | | | NA | | | NA | | 11/11/2003 |
| Town of Rural Retreat | | | | | | Doug Eng | | | | | | | | | |
| (753) | 0.20 | 100 | R | From: | | 98-616 | | | | NA | | | NA | | 11/14/2003 |
| (755) | 0.20 | 100 | | To: | | NCL Rural Retro | eat | | | 147 (| | | 147. | | 11/14/2000 |
| Wythe County | | | | From: | | 98-607 WEST | • | 1 | | | | | | | |
| (754) | 0.45 | 20 | R | <u> </u> | | | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: From: | | 98-607 EAST | | | | | | | | | |
| (755) | 0.40 | 130 | R | FIOII. | | 98-694 | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: | | Dead End | | | | | | | | | |
| (757) | 0.10 | 30 | R | From: | | Dead End | | | | NA | | | NA | | 11/11/2003 |
| (131) | | | | To: | | 98-742 | | | | | | | | | |
| | 0.38 | NA | | From: | | Cul-de-Sac | | | | NA | | | NA | | |
| 758 | 0.36 | INA | | To: | | 98-776 | | | | INA | | | NA . | | |
| (758) | 0.30 | 520 | R | From: | | 76-770 | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: From: | | FR-42 | | | | | | | | | |
| 759 | 0.25 | 50 | R | From: | | SR 69 | | | | NA | | | NA | | 11/11/2003 |
| | | | | To: | | Dead End | | | | | | | | | |
| 760 | 0.02 | 30 | R | From: | | Dead End | | | | NA | | | NA | | 12/04/2000 |
| 760 | | | | To: | | 98-619 | | | | | | | | | |
| | 0.30 | 70 | R | From: | | Dead End | | | | NA | | | NA | | 10/30/2003 |
| 761) | 0.30 | 70 | K | To | | US 11 | | | | INA | | | INA | | 10/30/2003 |
| | | | | From: | | Dead End | | | | | | | | | 4410=10=0 |
| 762 | 0.20 | 40 | R | To: | | FR-44 | | 1 | | NA | | | NA | | 11/27/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 763 | 0.15 | 100 | R | To: | | 98-614 | | | | NA | | | NA | | 10/30/2003 |
| | | | | | | 98-014 | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | |
|--------------|--------|-------|---|--------------|--------------------------------|-------------------|------------------------|-------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC K QK Factor | Dir AAWDT QW Factor | Year |
| Wythe County | | | | From: | SR 94 | | | |
| 764) | 0.75 | 80 | R | | | NA | NA | 11/11/2003 |
| | | | | To: | Dead End | | | |
| 765 | 0.35 | 40 | R | From: | 98-748 | J NA | NA | 11/11/2003 |
| 765 | 0.00 | 40 | • | To: | Dead End |] | 14/1 | 11/11/2000 |
| | | | | From: | Dead End | | | |
| 766 | 0.56 | 130 | R | | | NA 1 | NA | 11/11/2003 |
| | | | | To: From: | SR 94 | <u> </u> | | |
| 767) | 0.08 | 40 | R | | Dead End | I NA | NA | 10/30/2003 |
| (101) | | | | To: | 98-614 | <u> </u> | | |
| | | | | From: | Dead End | | | |
| 768 | 0.40 | 20 | R | | 00.64 | NA 1 | NA | 11/06/2003 |
| | | | | To: From: | 98-642 | | | |
| 769 | 0.08 | 40 | R | From: | 98-694 | J NA | NA | 11/11/2003 |
| (769) | 0.00 | | • | To: | Dead End |] | | 11111112000 |
| | | | | From: | Dead End | | | |
| 770 | 0.09 | 30 | R | | | NA | NA | 11/30/2000 |
| | | | | To: | 98-630 | | | |
| (774) | 0.25 | 180 | R | From: | US 11 | J NA | NA | 10/30/2003 |
| 771 | 0.23 | 100 | | To: | Dead End |] | INA | 10/30/2003 |
| | | | | From: | Carroll County Line | | | |
| 772 | 1.70 | 160 | R | | | NA | NA | 11/06/2003 |
| | | | | To: From: | 98-607 | } | | |
| 772 | 1.00 | 90 | R | | 5 15 1 | NA 1 | NA | 11/06/2003 |
| | | | | To: | Dead End | <u> </u> | | |
| (773) | 0.75 | 250 | R | | US 21 | I NA | NA | 12/14/2000 |
| 773 | | | | To: | 98-650 | 1 | | |
| | | | | From: | Dead End | | | |
| (774) | 0.17 | 40 | R | т | 20.649 | NA 1 | NA | 11/06/2003 |
| | | | | To: | 98-643 | | | |
| (776) | 0.17 | 200 | R | From: | Dead End | I NA | NA | 11/30/2000 |
| (110) | | | | To: | 98-758 | | | |
| | | | | From: | US 21 | | | |
| 777 | 0.15 | 50 | R | | | NA 1 | NA | 11/14/2003 |
| | | | | To: From: | Dead End | | | |
| (770) | 0.74 | NA | | From: | Dead End | J NA | NA | |
| 778 | 0.74 | · · · | | To: | 98-677 |] | 14/1 | |
| | | | | From: | 98-602 SOUTH | | | |
| 779 | 0.55 | 230 | R | | | NA | NA | 12/14/2000 |
| | | | | To: | 98-602 NORTH | | | |
| (790) | 1.01 | 210 | R | From: | US 52 SOUTH |] NA | NA | 11/30/2000 |
| 780 | 1.01 | | | To: | US 52 NORTH | | INA | |
| | | | | From: | Dead End | | | |
| 781) | 0.20 | NA | | | | NA | NA | |
| | | | | To: | 98-694 | | | |
| | 0.54 | 270 | R | From: | FR-44 | NA NA | NA | 11/27/2000 |
| 782 | 0.04 | 210 | ĸ | To: | Dead End |] | INA | 11/27/2000 |
| | | | | | ** | | | |

| | | | | | vv ytile Maintenance Area | | | |
|--------------|---------------|------|----|----------|--------------------------------|-----------------------------|---------------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC K QK Dir Factor Facto | A A (A/1) 1 () (A/ | Year |
| Wythe County | | | | From: | FR-44 | | | |
| 783 | 0.25 | 90 | R | | | NA | NA 11 | 1/27/200 |
| | | | | To: | Dead End | | | |
| | 0.22 | NA | | From: | Dead End | NA | NA | |
| 789 | 0.22 | INA | | To: | SR 94 | INA | INA | |
| | | | | From: | Cul-de-Sac | | | |
| 790 | 0.04 | 30 | R | - | | NA | NA 11 | 1/30/200 |
| | | | | From: | 98-791 | | | |
| 790 | 0.09 | 120 | R | To: | 00.633 | NA I | NA 11 | 1/30/200 |
| | | | | From: | 98-633 98-790 | | | |
| 791) | 0.13 | 40 | R | <u> </u> | 70-770 | NA | NA 11 | 1/30/200 |
| <u></u> | | | | To: | Cul-de-Sac | | | |
| \sim | | | | From: | Cul-de-Sac | | | |
| 792 | 0.50 | NA | | To: | 98-610 | NA I | NA | |
| | | | | From: | 98-621 | | | |
| 795 | 1.13 | 140 | R | | 70-021 | NA | NA 11 | 1/06/200 |
| | | | | To: | 98-608 | | | |
| \bigcirc | | | | From: | US 52 | | | |
| 796 | 0.23 N | | | To: | Cul-de-Sac | NA I | NA | |
| | | | | From: | 98-619 | | | |
| 797) | 0.74 | NA | | <u> </u> | 70-017 | NA NA | NA | |
| | | | | To: | Dead End | | | |
| \bigcirc | | | | From: | US 21 | | | |
| 800 | 0.10 | NA | | To: | Cul-de-Sac | NA I | NA | |
| _ | | | | From: | SR 94 | | | |
| 805 | 0.18 | 20 | R | | 2017 | NA | NA 11 | 1/06/200 |
| | | | | To: | Dead End | | | |
| | 0.00 | NIA | | From: | 98-696 | NIA | NIA | |
| 806 | 0.08 | NA | | To: | 98-807 | NA I | NA | |
| | | | | From: | Dead End | | | |
| 807) | 0.60 | NA | | | | NA | NA | |
| | | | | To: | 98-806 | | | |
| | 0.15 | 50 | R | From: | 98-603 SOUTH | NA | NA 11 | 1/20/200 |
| 810 | 0.13 | 30 | Λ. | To: | 98-603 NORTH | INC | ING II | 1/20/200 |
| | | | | From: | 98-680 | | | |
| 830 | 0.03 | 20 | R | | | NA | NA 11 | 1/16/200 |
| | | | | To: | Dead End | | | |
| 840 | 0.60 | 130 | R | From: | 98-670 | NA NA | NA 11 | 1/14/200 |
| 840) | 0.00 | 100 | | To: | 98-749 Cedar Springs Rd | INA | 19/2 11 | 17 1-7/200 |
| | | | | From: | 98-610; 98-1007 | | | |
| 1001 | 0.32 | 570 | R | | | NA | NA 11 | 1/27/200 |
| | | | | To: | 98-1005 | | | |
| 1000 | 0.31 | 380 | R | From: | 98-1006 Max Meadows Rd | NA NA | NA 11 | 1/27/200 |
| 1002 | 0.51 | 300 | Λ. | To: | Dead End | INC | ING II | 1/21/200 |
| | | | | From: | 98-1005 | | | |
| 1003 | 0.25 | 140 | R | _ | | NA | NA 11 | 1/27/200 |
| | | | | To- | 0.25 MN 98-1005 | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | | | K Factor | QK | Dir Factor | AAWDT | QW | Year | | |
|-----------------------|--------|------|------|--------------|------|---------|--------------------------|----|----------|----|-------------|----|---------------|-------|------------|------------|--|--|
| Wythe County | | | | | | | | | ZIIGII | | 1 40101 | | 1 40101 | | | | | |
| (1003) | 0.20 | NA | | From: | | 0.25 N | IN 98-1005 | | | | NA | | | NA | | | | |
| (1003) | 0.20 | | | To: | | ç | 8-610 | | | | | | | | | | | |
| | | | | From: | | SR 12 | 1; 98-1007 | | | | | | | | | | | |
| (1004) | 0.22 | 1400 | R | | | | | | | | NA | | | NA | | 11/27/2000 | | |
| | | | | To: From: | | | 08-610 | | | | | | | | | | | |
| 1005 | 0.65 | 200 | R | From: | | 9 | 98-610 | | | | NA | | | NA | | 11/27/2000 | | |
| 1005 | 0.00 | 200 | | To: | | De | ead End | | | | 14/1 | | | 147. | | 11/2//2000 | | |
| | | | | From: | | | R 121 | | | | | | | | | | | |
| 1006 Max Meadows Rd | 0.06 | 2100 | F | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.124 | F | 0.533 | 2200 | F | 2003 | | |
| | | | | To: From: | | 9 | 8-610 | | | | | | | | | | | |
| 1006 | 0.08 | 340 | R | | | | | | | | NA | | | NA | | 11/27/2000 | | |
| | | | | To: | | | 8-1002 | | | | | | | | | | | |
| | 0.50 | 220 | R | From: | | De | ead End | | | | NA | | | NA | | 11/27/2000 | | |
| 1007 | 0.50 | 220 | ĸ | To: | | 98-61 | 0; 98-1001 | | | | INA | | | INA | | 11/2//2000 | | |
| | | | | From: | | | ead End | | 1 | | | | | | | | | |
| 1008 | 0.03 | 30 | R | | | В | ad Liid | | | | NA | | | NA | | 11/27/2000 | | |
| | | | | To: | | 98-100 | 02; 98-1005 | | | | | | | | | | | |
| | | | | From: | | De | ead End | | | | | | | | | | | |
| (1009) | 0.14 | 40 | R | | | | | | | | NA | | | NA | | 11/27/2000 | | |
| | | | | To: | | | R 121 | | | | | | | | | | | |
| | 0.25 | 80 | R | From: | | De | ead End | | | | NA | | | NA | | 10/30/2003 | | |
| 1010 | 0.23 | 00 | | To | | 9 | 98-610 | | | | INA | | | INA | | 10/30/2003 | | |
| | | | Fre | From: | | | ead End | | 1 | | | | | | | | | |
| 1011) | 0.13 | 50 | 50 R | | | | | | <u>.</u> | NA | | | NA | | 10/30/2003 | | | |
| | | | | To: | | 9 | 8-1009 | | | | | | | | | | | |
| | | | | | ·0 D | From: | | 9 | 8-610 | | | | | | | | | |
| (1012) | 0.57 | 450 | R | To: | | | | | | | NA | | | NA | | 11/27/2000 | | |
| | | | | | | | ead End | | | | | | | | | | | |
| (1015) | 0.21 | NA | | From: | | | SR 94 | | | | NA | | | NA | | | | |
| (1015) | 0.21 | 147 | | To: | | 9 | 8-1016 | | | | 14/1 | | | 147. | | | | |
| | | | | From: | | 9 | 8-1015 | | | | | | | | | | | |
| (1016) | 0.13 | NA | | | | | | | | | NA | | | NA | | | | |
| | | | | To: | | De | ead End | | | | | | | | | | | |
| | 0.44 | N14 | | From: | | Cu | l-de-Sac | | | | NIA | | | NIA | | | | |
| (1041) | 0.41 | NA | | To: | | ī | FR-45 | | | | NA | | | NA | | | | |
| | | | | From: | | | l-de-Sac | | 1 | | | | | | | | | |
| (1044) | 0.36 | NA | | <u> </u> | | Cu | i-de-Bae | | | | NA | | | NA | | | | |
| | | | | To: | | I | R-45 | | | | | | | | | | | |
| Town of Rural Retreat | | | | | | | | | | | | | | | | | | |
| | 0.27 | 1000 | F | From: 99% | 1% | 1% | 0%-616 | 0% | 0% | С | 0.089 | F | 0.561 | 1100 | F | 2003 | | |
| (1101) | 0.21 | 1000 | • | To: | 1 /0 | | dar Spring | | 070 | C | 0.003 | ' | 0.501 | 1100 | ' | 2003 | | |
| | | | | From: | | | 98-723 | | i | | | | | | | | | |
| (1102) | 0.04 | 60 | R | | | | | | | | NA | | | NA | | 11/13/2000 | | |
| | | | | To: | | 9 | 8-616 | | | | | | | | | | | |
| \bigcirc | | | | From: | | 9 | 8-1118 | | | | | | | | | | | |
| (1103) | 0.07 | 130 | R | To: | | 00 1117 | C T . | | | | NA | | | NA | | 11/13/2000 | | |
| | | | | From: | | | Gap Termii Gap Termii | | | | | | | | | | | |
| (1103) | 0.05 | 50 | R | _ | | | | | | | NA | | | NA | | 11/13/2000 | | |
| $\overline{}$ | | | | To: | | 9 | 98-616 | | | | | | | | | | | |

| | | | | | vv ytrie iviairiteriarice Area | | | | | | | |
|-----------------------|--------|------|----|--------------|-------------------------------------|----------|----------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | BusTruck 2Axle 3+Axle 1Trail 2Tr | - (| QC K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | 98-1119 | - | | | | | | |
| (1104) | 0.08 | 48 | R | | 70-1117 | | NA | | | NA | | 11/13/200 |
| | | | | To | WCL Rural Retreat | | | | | | | |
| Town of Rural Retreat | | | | From: | WCL Rural Retreat | 1 | | | | | | |
| (1104) | 0.11 | 130 | R | | WOLF Tellar Teleboar | | NA | | | NA | | 11/13/200 |
| | | | | To: | 98-727 | | | | | | | |
| | 0.05 | 30 | R | From: | Dead End | | NA | | | NA | | 11/13/200 |
| 1105 | 0.03 | 30 | K | To | 98-615 | 7 | INA | | | INA | | 11/13/200 |
| _ | | | | From: | 98-674 | | | | | | | |
| 1106 | 0.03 | 480 | R | | | _ | NA | | | NA | | 11/13/200 |
| | | | | To: From: | 98-9424 | <u> </u> | | | | | | |
| 1107 | 0.05 | 80 | R | FIOIII. | Dead End | _ | NA | | | NA | | 11/13/200 |
| | | | | To | 98-616 | | | | | | | |
| | | | | From: | 98-675 | | | | | | | |
| 1108 | 0.10 | 70 | R | To: | 98-1109 | _ | NA | | | NA | | 11/13/200 |
| | | | | From: | Dead End | <u> </u> | | | | | | |
| (1109) | 0.02 | 60 | R | <u> </u> | Dead Lind | | NA | | | NA | | 11/13/200 |
| | | | | To: | 98-1108 | _ | | | | | | |
| (1109) | 0.02 | 10 | R | | | | NA | | | NA | | 11/13/200 |
| | | | | To: | Dead End | | | | | | | |
| (1110) | 0.05 | 20 | R | From: | 0.05 MW 98-674 | | NA | | | NA | | 11/13/200 |
| 1110 | | | | To: | 98-674 | | | | | | | |
| (1110) | 0.10 | 80 | R | From: | 70-074 | | NA | | | NA | | 11/13/2000 |
| | | | | To: | Dead End | | | | | | | |
| \bigcirc | 0.40 | 500 | | From: | SR 90 | | NIA | | | NIA | | 44/42/200 |
| (1111) | 0.16 | 500 | R | To: | 98-675 | 1 | NA | | | NA | | 11/13/200 |
| | | | | From: | 98-749 Cedar Springs Rd | | | | | | | |
| (1112) | 0.10 | 910 | F | 98% | 1% 1% 0% 0% 09 | 6 | C 0.098 | F | 0.604 | 940 | F | 2003 |
| | | | | To: From: | 98-674 | | | | | | | |
| (1113) | 0.12 | 70 | R | From: | 98-727 | | NA | | | NA | | 11/13/200 |
| | | | | To: | WCL Rural Retreat | | | | | | | |
| Wythe County | | | | From: | Way P. J.P. | | | | | | | |
| (1113) | 0.11 | 80 | R | FIOIII. | WCL Rural Retreat | _ | NA | | | NA | | 11/13/2000 |
| | | | | To: | 98-1114 | | | | | | | |
| | | | | From: | 98-1119 | | | | | | | |
| (1114) | 0.09 | 220 | R | To: | WCL Rural Retreat | _ | NA | | | NA | | 11/13/2000 |
| Town of Dunal Dotmost | | | | | WCL Kulai Keneat | ! | | | | | | |
| Town of Rural Retreat | | | | From: | WCL Rural Retreat | | | | | | | |
| (1114) | 0.07 | 220 | R | To: | 98-675 | _ | NA | | | NA | | 11/13/2000 |
| | | | | From: | 98-675 | + | | | | | | |
| (1115) | 0.15 | 150 | R | <u> </u> | 70-123 | | NA | | | NA | | 11/13/200 |
| | | | | To: | 98-675 | | | | | | | |
| \bigcirc | 0.15 | 00 | _ | From: | Dead End | | h ! A | | | A 1 4 | | 44/40/000 |
| 1116 | 0.15 | 80 | R | To | 98-674 | _ | NA | | | NA | | 11/13/2000 |
| | | | | | 7U-U1-T | | | | | | | |

| | | | | | Wythe Maintenance Area | | | | | | | |
|-----------------------|--------|------|----|---------------|---|---------------|------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | (JC; | K actor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Rural Retreat | | | | From: | 98-1103 | 1 | | | | | | |
| (1117) | 0.13 | 210 | R | | | - | NA | | | NA | | 11/13/2000 |
| | | | | To: | 98-749 Cedar Springs Rd | | | | | | | |
| | 0.21 | 130 | R | From: | Dead End | J | NA | | | NA | | 11/14/2003 |
| 1118 | 0.21 | 100 | | To: | 98-1103 | 7 | INA | | | 14/3 | | 11/14/2000 |
| Wythe County | | | | | | | | | | | | |
| | 0.00 | 00 | R | From: | Dead End | | NIA | | | NIA | | 11/13/2000 |
| (1119) | 0.32 | 80 | ĸ | To: | 98-1114 | 7 | NA | | | NA | | 11/13/2000 |
| | | | | From: | US 11 | | | | | | | |
| 1120 | 0.23 | 130 | R | | | _ | NA | | | NA | | 11/13/2000 |
| | | | | To: | Dead End | | | | | | | |
| (412) | 0.27 | 330 | R | From: | 98-675 | J | NA | | | NA | | 11/13/2000 |
| (1121) | 0.21 | 330 | | To | US 11 | 1 | 11/7 | | | IVA | | 11/10/2000 |
| | | | | From: | 98-675 | | | | | | | |
| (1122) | 0.26 | 130 | R | . — | | - | NA | | | NA | | 11/13/2000 |
| | | | | To: | 98-1121 | | | | | | | |
| (1123) | 0.10 | 30 | R | FISH | 98-1114 | J | NA | | | NA | | 11/13/2000 |
| 1129 | | | | To: | Cul-de-Sac | 1 | | | | | | |
| | | | | From: | Dead End |] | | | | | | |
| 1124 | 0.23 | NA | | To: | D 15 1 | 7 | NA | | | NA | | |
| | | | | From: | Dead End 98-634 SOUTH | | | | | | | |
| (1130) | 0.48 | 90 | R | | 98-034 SOUTH | _ | NA | | | NA | | 11/30/2000 |
| | | | | To: | 98-634 NORTH | | | | | | | |
| $\overline{}$ | | | | From: | Speedwell Elem Sch | | | | | | | |
| 9421) | 0.08 | 49 | R | To: | 98-749 Cedar Springs Rd | 7 | NA | | | NA | | 1994 |
| | | | | From: | Ivanhoe Elem Sch | 1 | | | | | | |
| 9422) | 0.09 | 100 | R | <u> </u> | Tvalinoe Erem Sen | _ | NA | | | NA | | 1994 |
| | | | | To: | 98-742 | 1 | | | | | | |
| | 0.05 | 400 | | From: | Jackson Memorial | | | | | | | 1001 |
| 9423 | 0.05 | 180 | R | To: | Elem Sch; US 52 | 7 | NA | | | NA | | 1994 |
| Town of Rural Retreat | | | | | Elem Sen, OS 32 | | | | | | | |
| | | | | From: | Retreat Elem High | | | | | | | |
| 9424 | 0.12 | 160 | R | To: | Sch; 98-675 | 7 | NA | | | NA | | 1994 |
| Wythe County | | | | <u> </u> | Sen, 76-075 | 1 | | | | | | |
| | | | | From: | Austinville Elem | | | | | | | |
| 9507 | 0.07 | 170 | R | To: | 0.1.00.00 | 7 | NA | | | NA | | 1994 |
| | | | | From: | Sch; 98-636 Robert S. Sheffey | 1 | | | | | | |
| 9508 | 0.04 | 180 | R | | Robert S. Sheriey | _ | NA | | | NA | | 1994 |
| | | | | To: | Elem Sch; SR 94 | | | | | | | |
| | | | | From: | US 52; Fort | | | | | | | |
| 9774 | 0.21 | 430 | R | To: | Chiswell Hign Sch | 7 | NA | | | NA | | 1994 |
| Town of Wythoville | | | | | Cinowen riigh oell | 1 | | | | | | |
| Town of Wytheville | | | | From: | US 52 | J | | | | | | |
| / \ T : : D ! | | 1800 | F | 98% | 0% 1% 0% 0% 0% | F 0 | 0.098 | F | 0.608 | 2000 | F | 2003 |
| fairview Rd | 1.19 | 1000 | | To | MOLWELL III | 1 | | | | | | |
| fairview Rd | 1.19 | 1000 | | To: | NCL Wytheville | | | | | | | |
| Holston Rd | 1.19 | 2100 | F | To: From: 98% | NCL Wytheville US 52 4Th St 0% 1% 0% 0% 0% 0% |] J F 0 | 0.089 | F | 0.559 | 2300 | F | 2003 |

| | | | | | V۱ | /ythe Maintenand | e Area | | | | | | | | |
|---------------------------------------|--------|------|----|--------------|------|----------------------|--------|------------|------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Wytheville | | | | | | | | | | | | | | | |
| | 0.40 | 4000 | _ | From: | 00/ | US 11 Main St | | 00/ | _ | 0.440 | _ | 0.047 | 4700 | _ | 0000 |
| (3) Lithia Rd | 0.48 | 1600 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.112 | F | 0.617 | 1700 | F | 2003 |
| | | | | To- | | Nye Rd | | | | | | | | | |
| O | | | _ | From: | | .25 Mi. S Peppers Fe | | | _ | | _ | | | _ | |
| Nye Rd | 1.25 | 1300 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.09 | F | 0.654 | 1400 | F | 2003 |
| | | | | To: | | Peppers Ferry R | d | | | | | | | | |
| | | | | From: | | WCL Wythevill | e | | | | | | | | |
| (5250) Old Stage Rd | 1.63 | 1300 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.099 | F | 0.645 | 1400 | F | 2003 |
| (1.39) | | | | To: | | US 21 Grayson S | St | | | | | | | | |
| _ | | | | From: | | Petunia Rd | | | | | | | | | |
| 5252 139 W Ridge Rd | 0.14 | 790 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.103 | F | 0.652 | 870 | F | 2003 |
| (139) | | | | To: | | Old WCL Wythev | rille | | | | | | | | |
| (5252) W Ridge St | 1.55 | 1100 | F | 98% | 0% | 1% 0% | 0% | 0% | С | 0.091 | F | 0.529 | 1200 | F | 2003 |
| (5252) W Ridge St | 1.00 | | • | | 0,0 | | 070 | | Ŭ | 0.001 | • | 0.020 | 1200 | • | 2000 |
| O W Bider Bd | 0.40 | 0000 | | From: | 00/ | 18Th St | 00/ | 00/ | _ | 0.000 | _ | 0.500 | 4000 | | 0000 |
| 5252 W Ridge Rd | 0.49 | 3800 | F | 98% To: | 0% | 1% 0% | 0% | 0% | F | 0.093 | F | 0.526 | 4200 | F | 2003 |
| | | | | | | US 21 4Th St | | | | | | | | | |
| | | | | From: | | US 11 Main St | | | | | | | | | |
| (5253) Withers Rd | 0.25 | 2800 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.107 | F | 0.563 | 3100 | F | 2003 |
| | | | | To: From: | | 11th St | | | | | | | | | |
| 11th Street | 0.24 | 2200 | F | <u> </u> | 10/ | Withers St | 10/ | 00/ | _ | 0.405 | г | O E46 | 2600 | _ | 2002 |
| (5253) 11th Street | 0.31 | 2300 | F | 97% | 1% | 1% 1% | 1% | 0% | С | 0.105 | F | 0.516 | 2600 | F | 2003 |
| | | | | From: | | US 11 Main St | | | | | | | | | |
| (5253) 11th Street | 0.06 | 7700 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.091 | F | 0.501 | 8400 | F | 2003 |
| (139) | | | | To | | Monroe St | | 1 | | | | | | | |
| 5253) 11th-North Street | 0.13 | 2200 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.108 | F | 0.525 | 2400 | F | 2003 |
| (5253) 11th-North Street | | | - | To: | .,, | Fisher Rd | .,, | | - | | - | | | - | |
| | | | | From: | | North St | | | | | | | | | |
| 5253 Fisher Rd | 0.14 | 1500 | F | 97% | 1% | 1% 1% | 1% | 0% | F | 0.096 | F | 0.621 | 1600 | F | 2003 |
| 139 | | | | To: | | Pine St | | | | | | | | | |
| | | | | From: | | Peppers Ferry R | d | | | | | | | | |
| (5255) Cove Rd | 0.52 | 2100 | F | 97% | 0% | 2% 1% | 1% | 0% | С | 0.099 | F | 0.578 | 2200 | F | 2003 |
| (5255) Cove Rd | | | | | | | | | | | | | | | |
| O O O O O O O O O O O O O O O O O O O | 0.00 | 4400 | | From: | 00/ | Holston Rd | 40/ | 00/ | _ | 0.005 | _ | 0.040 | 4000 | | 0000 |
| 5255 Cove Rd | 0.32 | 1100 | F | 97% | 0% | 2% 1% | 1% | 0% | F | 0.085 | F | 0.616 | 1200 | F | 2003 |
| | | | | From: | | Wytheview Dr | | | | | | | | | |
| (5255) Cove Rd | 0.29 | 730 | F | 97% | 0% | 2% 1% | 1% | 0% | F | 0.091 | F | 0.663 | 800 | F | 2003 |
| (139) | | | | To: | | NCL Wytheville | e | | | | | | | | |
| | | | | From: | | 12Th St | | | | | | | | | |
| 5256) Spring St | 0.30 | 2000 | F | 97% | 0% | 2% 1% | 1% | 0% | F | 0.124 | F | 0.683 | 2200 | F | 2003 |
| (5256) Spring St | | | | To: | | | | | | | | | | | |
| Carina Ct | 0.54 | 2200 | - | From: | 00/ | 4Th St | 10/ | 00/ | | 0.107 | | 0.654 | 2500 | | 2002 |
| 5256 Spring St | 0.54 | 2300 | F | 97% To: | 0% | 2% 1% | 1% | 0% | F | 0.107 | F | 0.654 | 2500 | F | 2003 |
| | | | | | | 11Th St | | | | | | | | | |
| <u> </u> | | | _ | From: | | Main St | | | _ | | _ | | | _ | |
| 5257 Tazewell St | 0.06 | 1400 | F | 97% | 0% | 2% 1% | 1% | 0% | F | 0.108 | F | 0.553 | 1600 | F | 2003 |
| | | | | To: | | Monroe St | | l | | | | | | | |
| | | | | From: | | 12Th St US 11 | | | | | | | | | |
| (5258) Monroe St | 0.31 | 3300 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.106 | F | 0.533 | 3600 | F | 2003 |
| 100 | | | | To: | | 4Th St US 21 | | | | | | | | | |
| <u> </u> | | | _ | From: | | US 21 4Th St | | | _ | | _ | <u> </u> | | | |
| (5258) Monroe St | 0.19 | 5800 | F | 98% | 0% | 1% 0% | 1% | 0% | F | 0.094 | F | 0.546 | 6300 | F | 2003 |
| | | | | To: | | 1St Street | |] | | | | | | | |
| Manager Of | 0.15 | F000 | _ | From: | 007 | N 1St Street | 401 | 001 | _ | 0.000 | _ | 0.500 | E700 | _ | 0000 |
| (5258) Monroe St | 0.15 | 5200 | F | 98% To: | 0% | 1% 0% | 1% | 0% | F | 0.090 | F | 0.533 | 5700 | F | 2003 |
| | | | | From: | | N 5Th St | | | | | | | | | |
| (5258) Monroe St | 0.19 | 5100 | F | 98% | 0% | 5Th St 1% 0% | 1% | 0% | F | 0.089 | F | 0.527 | 5600 | F | 2003 |
| (5258) Monroe St | 0.18 | 3100 | Г | 90 70 To: | U /0 | 176 076 11Th St | ı /0 | 0 /0 | I | 0.009 | 1 | 0.521 | 5000 | 1 | 2003 |
| | | | | 1 | | 111n St | | | | | | | | | |

| Tu. al | | | | | | | | | |
|--|-----|----|----|-------------|----|---------------|-------|----|------|
| Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1 | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Wytheville | | | | | | | | | |
| (5258) Peppers Ferry Rd 0.46 6200 F 98% 0% 1% 0% | 1% | 0% | С | 0.090 | F | 0.523 | 6700 | F | 2003 |
| Cove Rd Cove | 1% | 0% | F | 0.089 | F | 0.556 | 5500 | F | 2003 |
| (130) | 1% | 0% | F | 0.085 | F | 0.539 | 1900 | F | 2003 |
| ECL wytheville | 11- | | | | | | | | |
| 5258 Pepers Ferry Rd 0.47 7200 F 98% 0% 1% 0% 139 Pepers Ferry Rd 0.47 7200 F 98-610 JB-139 ECL Wythevil | 1% | 0% | F | 0.078 | F | 0.517 | 7900 | F | 2003 |
| | | | | | | | | | |
| Widin St US 11 | 1% | 0% | F | 0.11 | F | 0.560 | 2400 | F | 2003 |
| From: 12Th St | | | | | | | | | |
| (5260) Union St 0.30 2100 F 97 0% 0% 1% 1% | 1% | 0% | F | 0.105 | F | 0.563 | 2300 | F | 2003 |
| Columbia | 1% | 0% | С | 0.09 | F | 0.577 | 3200 | F | 2003 |
| | | 1 | | | | | | | |
| (5261) 4th Street 0.31 2400 F 95% 0% 1% 2% | 2% | 0% | F | 0.111 | F | 0.612 | 2600 | F | 2003 |
| 5261 4th Street 0.30 2500 F 95% 0% 1% 2% US 11 Main St | 2% | 0% | F | 0.090 | F | 0.512 | 2700 | F | 2003 |
| | | | | | | | | | |
| From: 4Th St | | | _ | | _ | | | _ | |
| (5262) Marshall St 0.91 1700 F 95% 0% 1% 2% Main St US 11 | 2% | 0% | С | 0.097 | F | 0.564 | 1900 | F | 2003 |
| From: US 11 Lee Hwy | | | | | | | | | |
| Ta: LIS 21 4Th St | 0% | 0% | С | 0.092 | F | 0.563 | 3300 | F | 2003 |
| | 0% | 0% | F | 0.120 | F | 0.553 | 470 | F | 2003 |
| Franklin Street | | | | | | | | | |
| 10th Street NA | | | | NA | | | NA | | |
| To: Washington Street | | | | | | | | | |
| | | | | | | | | | |
| Spring St | | | | 0.40 | _ | | 400 | _ | 0000 |
| 16th Street 110 F | | | | 0.12 | F | | 120 | F | 2003 |
| FTalikili St | | | | | | | | | |
| From: Ridge Street | | | | | | _ | _ | | _ |
| 3rd Street NA | | | | NA | | | NA | | |
| To: Reservoir Street | | | | | | | | | |
| From: Washington St | | | | | | | | | |
| Church St 730 F | | | | 0.114 | F | | 790 | F | 2003 |
| To: Withers St | | | | | | | | | |
| From 11Th St Mountain View Dr 660 F | | | | 0.098 | F | | 720 | F | 2003 |
| To: 13Th St | | | | 0.000 | ' | | 120 | • | 2000 |
| | | | | | | | | | |
| From: 5Th St | | | | | | | | | |
| Spiller St 160 F STh St Spiller St 3Rd St St St St St St St St | | | | 0.173 | F | | 180 | F | 2003 |